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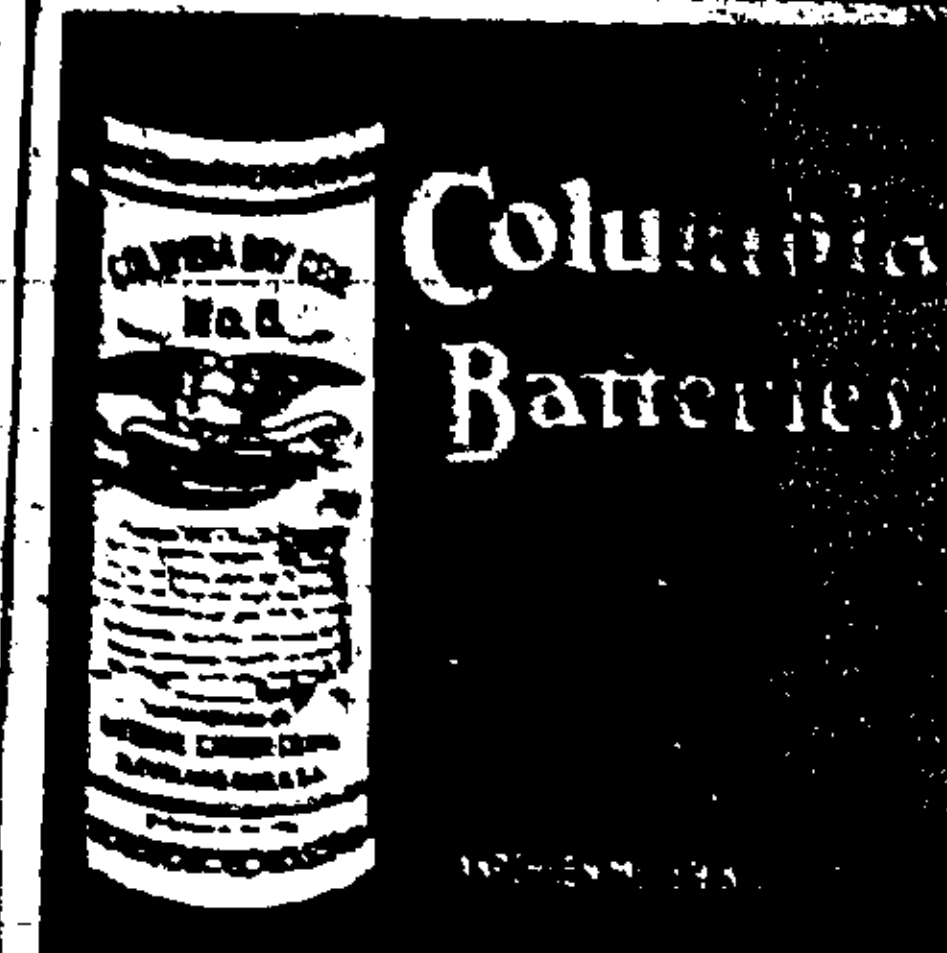


The Hongkong Telegraph.

(ESTABLISHED 1881.)

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EARLIER TELEGRAMS.

THE YELLOW PERIL.

London, Oct. 26.
The "Times" Toronto correspondent states that Japanese are planning pioneer settlements in Northern Ontario, which a prominent Japanese, formerly connected with the Japanese Legion in America, is now visiting. He refused to answer questions as to whether he was acting for Japanese Colonisation Companies such as are established in the Settlements of Brazil and Mexico. The "Toronto Globe" vigorously protests against the general admission of Asiatic immigrants and says there are enough Oriental families on Pacific coast at present to produce a population of over two millions within a century at the present rate of increase. That the yellow peril is enough without adding thereto indefinitely by the introduction of Chinese farm labourers, the "Winnipeg Tribune" calls attention to the apparent determination of the Japanese to establish settlements on the Pacific coast of Canada and United States and says that Japan's urgent insistence upon the right to send her people where she pleases, is a policy full of danger. It is probably time to ask Japan whether the reason thereof is that elder statesmen are convinced that Japan can retain her medieval absolutism only by invading lands where the way has been made smooth for Japanese who have not yet acquired the pioneer spirit.

AMERICAN TRADE.

Washington, Oct. 26.
The exports of the United States for September were 606 million dollars, including seventeen millions in gold and seven millions in silver. The imports were 363 million dollars, including thirty-nine millions in gold and seven millions in silver.

CORK MAYOR'S DEATH.

New York, Oct. 26.
The death of Lord Mayor McSwiney has greatly excited the Irish. Monster meetings of protest are being arranged. Mayor Hylan, who is an Irishman, has ordered the American flag at the City Hall to be half-masted.

GANDHI'S LATEST EFFORT.

Simla, Oct. 26.
Gandhi's latest effort in the non-co-operation movement is the advocacy of celibacy. He appeals for cessation of all additions to population until India becomes a free nation.

EARLIER SPECIAL TELEGRAMS.

UNION OF PROVINCES.

Shanghai, October 29.
Wen Tsun Yao arrived on the "Cordillera." Interviewed he says the Military Government of the South West was disbanded by its own volition. The result of the negotiation with Peking forecasts the union of Hunan, Kwangtung, Kwangsi and Szechuen with the north. He says the death of Li Shun brought to a head the pending negotiations with the North and believes that Yunnan and Kweichow will soon be joining the north. He refutes the bomb-aeroplane story.

SUNDAY SCHOOL CONVENTION.

Shanghai, October 29.
Forty Sunday School delegates will arrive in Hongkong on 30th November, for a convention.

M. CLEMENCEAU TO TOUR MALAYA.

Singapore, October 29.
M. Clemenceau, on his return from Java, will tour Malaya.

RAIN CAUSES EARTH COLLAPSES.

Singapore, October 29.
The rain falls in Java have caused earth collapses. At Tjiondoen 34 deaths are reported. Many villages have been flooded.

RUBBER OUTPUT RESTRICTION.

Singapore, October 29.
The Rubber Association notify that 89 per cent. is the agreed restriction, which will begin on November 1st.

MOK LEAVES CANTON.

ARSENAL BLOWN UP. City Resumes Normal Aspect.

The news of the departure of the Kwangsi troops from Canton was communicated to the local native population last evening at about 6.30 o'clock, and the relief with which the intelligence was received by ardent supporters of the Kwangtung cause was expressed in the firing of numerous crackers, whilst many of the younger generation paraded the streets in cars, flying white flags.

It is said that Kwangtung troops headed by General Chan King-ming have now entered Canton and that Mok, after handing over the seals of office to Admiral Tang Ting-kwang, left with his troops, being bound for Kwangsi via the North River.

The departure of Mok will not end the trouble, it is feared, for there are many aspirants for the Tsuchunship, whilst the situation has been further complicated by the so-called cancelling of the independence of Kwangtung.

Destruction of Arsenal.

We learn that the British Consul and a military attaché, along with the Foreign Intercourse Commissioner, Leung Lan-fan, called at Mok Wing-sun's raven at 5 p.m. on the 23rd, but Mok had already left. They were received by one of Mok's subordinates, to whom the commanders of the Kwangtung troops, that the Arsenal with all equipment be surrendered at 9 a.m. on the 25th, and that all Kwangsi troops keep away 30 li distant from Kwangchow city. Mok's representative agreed to convey these terms to Mok, but on the same evening at 9 o'clock the arsenal was blown up by a mine, the whole building and all equipment being blown to pieces. The casualties are at present unknown. It is said that the explosion was the work of the chief engineer in complying with an order from Mok.

Everywhere in the city the troops, even the Kwangsi garrison, are flying white flags. The police have resumed duty and conditions are quiet.

DAY-BY-DAY.

Mr. Higginbotham, of 54, Nathan Road, Kowloon, reports to the Police the theft from his dressing table of a gold tie-pin valued \$15.

We learn that Lieut. J. K. Mc Connell, attached 74th Punjab, has been promoted to the rank of Captain, with effect from the 19th July, last.

A new crew will be shortly sent out from Home to Hongkong for the recommissioning of the light cruiser Carlisle. A half crew will at the same time be sent out to Hongkong for the Tamar, together with some ratings for distribution amongst the ships of the China station. Amongst the new officers appointed to the Carlisle are Engineer Commander G. W. Odam and Warrant Engineer E. Thaxter.

A successful whist drive was held last evening in the R. A. Sergeants' Mess, Victoria Barracks. In spite of the counter attractions this function was well attended. The prizewinners were as follows—Ladies—1st, Mrs. White (173); 2nd, Mrs. Blackford (172); 3rd, Mrs. May (171); Hidden No., Mrs. Pragnell (152); Booby, Mrs. J. Smith (130). Gents—1st, Mr. White (185); 2nd, Mr. Bickel (179); 3rd, Mr. Jones (174); Hidden No., Mr. Rogers (158); Booby, Mr. J. Smith (131).

By a strange coincidence, the first prizes were won by husband and wife, as were the booby prizes.

HONGKONG LADIES' HOCKEY CLUB.

Last Night's Inaugural Meeting.

The inaugural meeting of the Hongkong Ladies' Hockey Club was held last evening at the offices of Messrs. Jardine, Matheson and Co., Captain F. Wheeler presiding. The Chairman, in opening the proceedings, said that he had been approached by several ladies to assist them in organising the Club, and he was sure that all of those present must feel highly gratified at the ready response made to the advertisement convening the meeting. Fifteen ladies were present, and five others, unable to attend, had handed in their names. It was explained that the difficulty of obtaining a practice ground had already been met by the courtesy of the Hon. Mr. A. G. M. Fletcher, Colonial Secretary, who had kindly interested himself in the matter and had allocated to the Club the Volunteer Headquarters ground for Wednesday and Saturday afternoons.

After the election of officers, it was agreed that two well known local ladies be approached for the purpose of extending their patronage to the Club, to be President and Vice President respectively. It was further decided that a communication be sent the Hon. Colonial Secretary thanking him for his kindness in helping them out of a difficult situation, in making available to the Club their playing ground.

The following is the list of officers:—Mrs. Richmond, Captain; Miss Jennings, Vice Captain; Miss Wheeler, Hon. Secretary; Miss Frost, Hon. Treasurer; Miss Jennings, Miss Ruby Young and Miss Tolland, Committee. It is hoped to have the first practice game on Wednesday next. As it is desired to have two teams, further applications for vacancies should be made to Miss Wheeler, Hon. Secretary.

COLONY'S FINANCES.

Treasury Statement for July.

The Hongkong Treasury issues the following financial statement for the month of July, 1920:—
Balance of Assets and Liabilities on 30th June, 1920, \$5,963,031.37
Revenue from 1st to 31st July 1920, 1,197,695.99
Expenditure from 1st to 31st July, 1920, 1,172,374.04
Balance, \$5,993,253.23

INTERPORT TENNIS.

The Shanghai Team.

In reply to a cable, Dr. Woodman, the Hon. Secretary of the Hongkong Lawn Tennis Association, received a telegram yesterday afternoon stating the tennis team to represent Shanghai in the interport matches at Hongkong will be composed of the following players:—Pott (Shanghai Champion), Ollerdesen (both Americans), Tanaka (Japanese, ex-champion of Shanghai) and Carnavaro (Portuguese). The Americans will sail with the Shanghai Cricket team, which leaves on Monday next, and Ollerdesen will play in both the interport Tennis and Cricket matches. Tanaka and Carnavaro are leaving by the P. and O. s.s. Novaro on November 8th. Further particulars are expected by letter.

WHALING OFF SHETLANDS.

Two hundred and sixty whales is the season's catch at Olva Birth station in the Shetland Islands, while at Olla Birth

SHIPPING NOTES.

(By "Neptune.")

Messrs. Snowman and Co., in their freight market report, state—

The demand for vessels on timecharter continues weak and the only fixture reported is that of a 2,400-ton all-rounder for 12 months, at \$13,000 per month. The Saigon-Hongkong market has not shown any signs of improvement, in fact there is more tonnage available than there is demand for. However shortly after the commencement of the period under review a 36/33,000 picul outsider was closed at 22 cents per picul. The rate then strengthened slightly and a 36,000 picul coaster was fixed at 27 cents. A weakening then came about and a 38,000 picul outsider accepted 2 cents less. At time of going to press there is every indication of the market declining still further, and we do not hear of any other business, outside of American Shipping Board vessels, who are, we understand, accepting as low as 19 cents per picul. Exports of Rice from Saigon—From 1st January to 10th October 1920, amounted to 753,501 tons as compared with 709,071 tons for the same period last year. Quotation for White Saigon Rice, No. 2 sifted, Japan quality, Hongkong \$6.24 per picul f.o.b. Saigon for October. November shipment, Saigon-Philippines—There is at present no demand for tonnage in this direction. Wuhu-Canton—We hear of a 36,000 picul outsider having been closed at 37 cents per picul. Coal—There is no demand for tonnage Japan-Hongkong and we do not hear of any business being concluded other than merchants own tonnage. There is a slight enquiry for tonnage Japan-Singapore, but no further fixtures have been reported. There has been a certain amount of demand in connection with our local market and the following fixtures are reported:—2,000 ton coaster Hongkong-Shanghai, at \$4.00 per ton; 2,300 ton coaster Hongkong-Saigon, at \$4.00 per ton; 2,300 ton coaster Hongkong-Hongkong at \$2.50 per ton; 2,000 ton outsider Hongkong-Hongkong at \$2.50 per ton.

An important agreement has just been concluded between the Blue Funnel Line, the Canadian Government Merchant Marine, and the Canadian National Railways, under which a joint steamship service will be established between Vancouver and Hongkong, each steamship interest having a like number of steamers in the joint service. Under this arrangement the Canadian Government Merchant Marine and the Canadian National Railways will be represented in Hongkong and in the Far East by Messrs. Butterfield and Swire, the present agents of the Blue Funnel Line vessels. The two Canadian organisations are thus securing the advantage of a very old and firmly established institution in the Far East. As a reciprocal measure the Blue Funnel Line will receive the support of the Canadian National Railways in the development of business for their steamers in the joint service. As the lines of the Canadian National Railways extend to all important sections of Canada between the Atlantic and the Pacific, this new joint steamship service on the Pacific will be supported by a railway operating nearly fifteen thousand miles of line in Canada.

Additional freight services for the Pacific has been provided through the action of the Chinese capitalists of Hongkong and Shanghai, who have combined forces with a capital of two million dollars to re-organise the China-American Steamship Company. A monthly freight service between Hongkong and the ports of Mexico was established this month, the first sailing being from Hongkong.

The Panama Canal recently completed its sixth year of operation. During the six years 1,572,000 commercial tons of cargo

tonnage being 31,540,266. This traffic was made up of 4,934 ships, of 16,145,433 tons net, carrying 16,576,773 tons of cargo from the Atlantic to Pacific, and 5,639 ships of 18,391,832 tons net, with 23,736,551 tons of cargo from the Pacific to the Atlantic. A distinct and healthy growth of the traffic is discernible, especially this year and last year, the ships and net tonnage in each of these years exceeding those in all previous years.

During the war the regular transportation of food cargoes between France and Indo-China was seriously disorganised. With a view to assuring the adequate victualling of that colony the French Government has sanctioned certain alterations in the existing regulations in favour of English goods carried to Indo-China by English or other boats, in spite of their transshipment at Hongkong.

In one of my weekly causeries I had referred to the confusion that the use of the term f.o.b. sometimes causes, and to the movement that is on foot to get it defined clearly. During the week I was favoured by the Manager of the Canton Bank, Mr. Moulder, with a copy of Foreign Trade Definitions, which were adopted in December last by the Chamber of Commerce of New York, the American Exporters and Importers Association, and allied commercial bodies in the United States. As the most certain means of insuring unmistakable clarity in terms and conditions of sale, manufacturers and exporters would be well advised to abandon the use of abbreviated forms of export price quotations, and to write out such terms in full. This advice is not likely to be accepted by all merchants generally. Merchants and exporters must bear in mind that the confusion and controversies which have arisen from the use of abbreviations in a sense different from their original meanings, or in application understood by foreign buyers in a different sense. It is at all times of the greatest importance that whatever quotations they employ should be so thoroughly clear as to be impossible of misunderstanding or misinterpretation. "F.O.B. Hongkong" means delivery of the goods at the port named. The abbreviation F.O.B. originated as an export quotation and had no application to inland shipments. It was used only to mean delivery of the goods upon an overseas vessel at the port named. That in fact is the meaning universally given to the phrase among foreigners, and is the meaning which the best practice among the exporters requires it to have. But because of the confusion which has arisen through the use of that term and in the interests of unmistakable clarity, the Conference of American exporters and merchants have come to the conclusion that it would be best to use invariably F.O.B. Vessel (named port). This adds only one word to the abbreviated form, and has the great advantage that it cannot be misunderstood. Again, in quoting C. and F. or C.I.F. exporters moving large quantities of material by one vessel should be careful to ascertain in advance the buyer's capacity to take delivery. This, because, under these terms and as a condition of making the freight rate, transportation companies may require a certain rate of discharge per day, and that rate of discharge might be in excess of the buyer's capacity to take delivery.

Admiral Benson, chairman of the United States Shipping Board, has made a violent attack on what he terms British "propaganda," and has alleged the existence of a British plot to discourage the development of the United States mercantile marine. Admiral Benson, in the course of his denunciation, said: "Certain British propagandists seem to be under the delusion that the United States

TYPHOON WEATHER.

Towage of Native Craft.

The following appears in the *Gazette* above the signature of Commander Beckwith (Harbour Master):—
When there are immediate prospects of the weather conditions becoming so bad as to place the native craft in the Harbour in danger of being blown away from their moorings, the red ensign will be hoisted at the Harbour Office indicating that two naval tugs will be available to assist to tow such craft to shelter.

These naval tugs will fly the red ensign at the masthead and will proceed down to the Central and Southern Fairways to the limit of the shipping, and all mercantile or private craft which desire to avail themselves of a tow to shelter should be ready with their ropes to be taken in tow as the tugs return.

All craft will be towed towards Yaumatei Refuge.

If the wind is blowing from the eastward, assistance to the shipping at the western end of the Harbour will be rendered first.

Native craft are not to depend on these tugs entirely but should endeavour to make shelter on their own account, as early as possible.

The naval tugs will be used only in emergency during the hours of daylight, and on no account will they be used for this work after dark.

No responsibility for damage done during towage will be taken by the Government or by the Naval Authorities.

Towing charges will be made in accordance with the following scale:—

- 1.—While Red Signals are hoisted:—1/20 of Annual Licence Fee.
- 2.—While Black Signals are hoisted:—1/4 of Annual Licence Fee.
- 3.—While Black Cross is hoisted:—1/2 of Annual Licence Fee.

Thus, a first class Passenger Boat, Licence Fee \$12, would have to pay:—1, \$0.60; 2, \$3.00; 3, \$6.00; a cargo boat of 600 to 700 piculs, Fee \$30, would have to pay:—1, \$1.50; 2, \$7.50; 3, \$15.00; an "Other Boat," Fee \$5, would have to pay:—1, \$0.25; 2, \$1.25; 3, \$2.50.

TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand, to-day was 3s.10 3/4d.

LIGHTING-UP TIME.

Lighting-up time to-day is 5.47 p.m.

DON'T FORGET.

To-day.

Theatre Royal.—A. D. C. production of Dunsany's Plays:—9.30 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

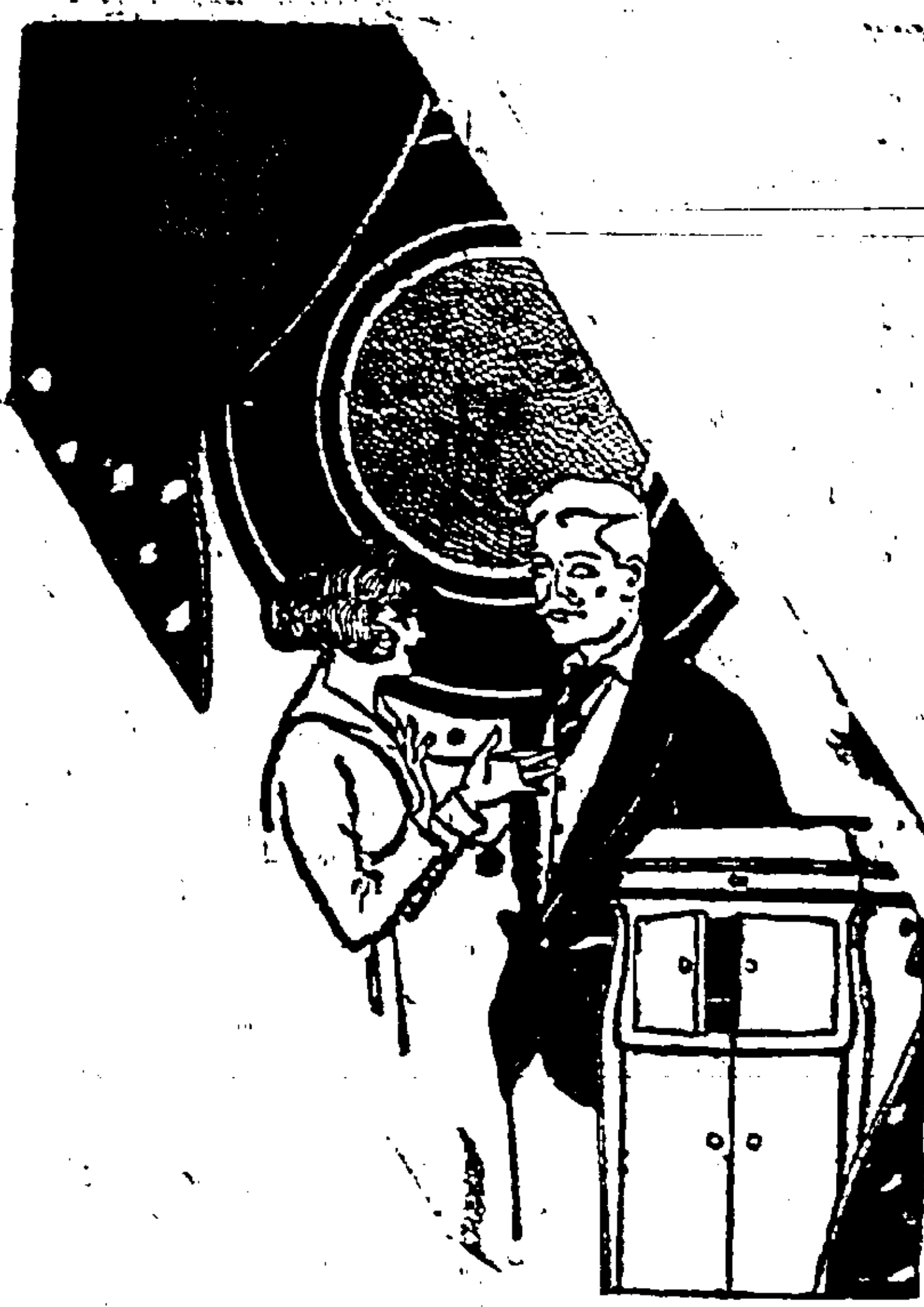
To-morrow.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

by the spineless type of Americans, happily not numerous, who believe that the peace of the world and the dignity of the United States can best be preserved by kowtowing to Great Britain at every turn. What I resent most is the secret understanding and meagre that are being taken to hamper the growth of our mercantile marine, and the

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GENERAL NEWS.

VANCOUVER AMBITION.
The Hon. C. C. Ballantyne, M.P.,
Minister of Canadian Marine and
Fisheries, announces that the
Dominion Government is prepared
to make Vancouver one of the
best ports on the Pacific Coast.

EXTENSION OF TOKYO HARBOUR.
Work on the new scheme for
extending the harbour of Tokyo
will begin next spring, and will
take five years to complete. The
port will then be able to deal with
25,000,000 tons of cargo annually.

A NEW RUDDER.
That a steamship can run astern
with its engines running full
speed ahead is the starting point
of a new rudder invented by H. O.
Westendorp and recently install-
ed upon a 25-foot motor-boat,
states a report.

GERMAN DOCK HANDED OVER.
Handed over at Kiel, under
the terms of the Peace Treaty
with Germany, a floating dock,
capable of lifting a ship of 40,000
tons displacement, arrived at
Sheerness last month. Twelve
tugs conveyed the dock into
harbour.

**FREE CARRIAGE OF FAR EAST
MAILS.**
On occasions when a Canadian
Robert Dollar steamer is leaving
Vancouver at a time which would
bring her to the Far East ahead
of a Japanese boat carrying
Canadian mail, the company will
bring all Canadian mail for the
Far East free.

**REGULATIONS AFFECTING
JAPANESE SEAMEN.**

The Japanese shipowners' new
regulations regarding the punish-
ment of seamen, it is stated, are
causing alarm and resentment
among the seamen, who look on
these regulations as an attempt
at organized repression, and are
said to be considering steps to
meet the situation.

ATLANTIC FREIGHT RIVALRY.
Admiral Benson, Chairman of
the U. S. Shipping Board, has an-
nounced that American and for-
eign shipping lines operating in the
Atlantic had agreed to reduce their
freights to the utmost in
order to meet competition by the
French line, which had refused
to enter the conference for the
purpose of stabilizing rates.

AMERICAN MERCHANT MARINE.
Admiral Benson, Chairman of
the U. S. Shipping Board, and
Mr. Hurley (vice-chairman)
addressed the National Marine
exposition at Chicago and pleaded
for the development of the Ameri-
can merchant marine as a means
of securing world peace and the
stability of conditions in the
United States. Admiral Benson
said that the merchant marine
was the means of establishing
close relations with other nations.

**EFFECT OF "JONES" ACT ON
JAPANESE SHIPPING.**

"It has now become clear,"
says Mr. Wakamiya, Director of
Mercantile Marine, "that Presi-
dent Wilson has not sanctioned
Article 34 of the Merchant Marine
Act, and thus it has become
impossible to operate the stipu-
lations relating to the discrimi-
natory treatment of foreign vessels
in regard to Customs duties and
tonnage dues. There still remain,
however, the stipulations regard-
ing the prohibition of coasting
trade and discrimination in rail-
way freight charges. As to the
prohibition of coasting trade,
the Philippines, with which
Japanese shipping has close
relations, are strongly opposed to
the proposal, but not much
reliance can be placed on this
opposition. The fact is that the
American Government intends
not to carry the stipulations into
effect until February 1, 1922, by
which time the American authori-
ties hope to develop American
shipping sufficiently to render it
unnecessary for America to rely
on foreign ships in her coasting
trade.

IDLE SHIPS.

Reasons Why Food Is Dear.
Sir Walter Runciman writes in
a Home paper.—The need for
emphasising the importance of
the shipping industry to every
man, woman, and child in the
country has long passed. The
war awakened us all to it, and
we are not likely to forget it.
That is why, perhaps, the people
of this country have suddenly
become alarmed at the fact that
all is not well with the industry.

Up to a few months ago it was
generally believed and with
evident reason—that shipping
was booming; that there was a
great demand for boats, which
could not be met. Exporters who
had cargoes to send abroad were
chasing after ships in which to
have them carried, and were
ready to pay high prices for such
accommodation. There might
have been some exaggeration
about it, but, speaking generally,
it is true that shipping was
flourishing.

SEARCHING FOR CARGOES.
But conditions have changed
to-day at most of the big sea-going
ports; large numbers of boats may
be found lying idle in or out of
dock, idle and unemployed; and
whereas, not very long ago, the
charterers were running after the
shipowners, now it is exactly the
other way about. Shipowners are
searching for cargoes, and in a
good many cases they are search-
ing in vain.

It must be clear that this is
causing a good deal of suffer-
ing to the local communities.
Not long ago it was stated that
there were 5,000 people out
of work in Cardiff alone, and the
position at ports like Newcastle,
Glasgow, Hull, Liverpool, Swan-
sea, and so on, is almost as bad.

What are the reasons? The
most immediate and pressing is
the restriction of the exportation
of coal to a trifle of what it was
before the war; then we sent
abroad over 70,000,000 tons per
annum, not including the bunker
coal, carried by the outgoing
steamers, and used on their
journeys. But the amount of coal
exported during the current year
will not be more than 20,000,000.

That is a very grave matter
indeed, because it means that
there is less than one-third of the
coal cargoes available for export
by British ships than there was
before the war, and the Govern-
ment's new order makes it less
still.

An equally serious factor in
the present situation is the war
in which ships are held up by
congestion at the ports.
It will probably come as a
shock to most people that
because of this, although
the amount of merchant tonnage
in the world very greatly exceeds
the tonnage available before the
war, the efficiency of the British
merchant fleet is nearly 30 per
cent. less. That means that it is
doing only a little more than
two-thirds of the work it did in
the year preceding the outbreak
of the war!

"SE LUS BEYOND EXPRESSION."
No wonder the Select Commit-
tee on National Expenditure
should say what those connected
with shipping have been saying
for a considerable time—that
"the situation is serious beyond
expression."

For this state of affairs, caused
partly by the less effective work-
ing of the seamen (who admit-
tedly had a very hard time of it
during the war), the chaos and
confusion and delay at the ports,
following largely on the applica-
tion of the eight-hour day, and
less work done in those eight
hours, not merely affects those
connected with the shipping and
transport industries. Lack of coal
and docks congestion affect the
whole community. It is by the
coal and other manufactured
goods we send abroad that we
buy from other countries the
things we cannot grow or produce
or make ourselves.

FULHAM PALACE.

Ancient Moat may be filled in.
Fulham Palace moat believed to
be one of the oldest in the country,
may possibly be filled in.

The Bishop of London has
made an offer to the Fulham
Borough Council, and the matter
is to be considered after a report
submitted by the borough sur-
veyor.

In a letter to the council, Mr.
K. G. Everitt, the Bishop of
London's private secretary,
says—
Regarding the moat, surround-
ing Fulham Palace, the Bishop of
London desires me to say that he
has under careful consideration
the question of having it filled in.

The Bishop would like to
know if your council would be
prepared to offer every facility,
and also, subject to his giving up
the ground extending in length to
that which you already hold in
Fulham Palace-road, if you would
put an adequate fence on such
acquired ground.

The moat is about 10ft. wide,
nearly a mile long, and complete-
ly surrounds the palace grounds.
It is crossed by two bridges. Some
historians incline to the belief that
the moat was constructed by the
Danes in 879 A.D., to fortify their
winter military encampment.
The land about the palace has
been held by Bishops of London
since 631 A.D.

Bishop's Park, Fulham, was
formerly a meadow outside the
moat, which was handed over in
recent years by the Bishop and
the Ecclesiastical Commissioners
to the Fulham Vestry.

**CHARLIE CHAPLIN'S
FORTUNE.**

No Intention of Dividing it.
A peace parley that had been
arranged between Charlie Chaplin
and his wife, Miss Mildred Harris
who were to have met in the office
of the comedian's lawyer recent-
ly, did not take place.

Threats she had made to "tie
up" his property, and observations
on his alleged Bolshevism, had
angered Mr. Chaplin, and at the
last moment he refused to meet
her.

Mrs. Chaplin's counsel talked of
applying for an equity receivership
on Charlie's real and personal prop-
erty, which he valued at
£1,600,000, and intimated that
the wife would claim 50 per cent.
of it.

Charlie's counsel, contended
that this could not be done.
"The only way she can get
any money," is by a suit for de-
sertion or non-support, or alimony
in a separation or divorce action.
She cannot claim non-support,
because I understand she is
making £300 a week in the
movies.

Charlie Chaplin protested em-
phatically that he was "no
Bolshevik."

"They believe in dividing
property, don't they?" he said.
"Well, I don't intend to divide
my property with anybody, and I
want the whole world to know it."

things we cannot grow or produce
or make ourselves.
Again many ships leaving
British ports are sailing out
empty, and the whole cost of the
voyage and the profits have to be
earned on the homeward passage,
which means that the goods car-
ried are much dearer when the
housewife comes to buy them
than they would be if the ships
had had cargoes to carry out-
wards.

These are some of the great
causes of the vicious circle from
which the country in general,
and the workers in particular, are
now suffering.

NOTICE

LANE CRAWFORD'S MILLINERY WEEK

COMMENCES MONDAY OCTOBER 25TH

EXHIBITION OF

AUTUMN MODELS

JUST RECEIVED

ALSO

AUTUMN MODES

IS

MOTOR COATS.
FUR LINED COATS.
SPORTS COATS
TAILOR MADE COSTUMES.
AFTERNOON FROCKS.

LANE, CRAWFORD & Co.

WATSON'S

HYCIENOL

A Powerful Disinfectant
Germicide & Deodorant.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.
Telephone No. 16.

FRENCH LESSONS.

G. MOUSSON,
15, Morrison Hill Road.

JUST ARRIVED

A FRESH CONSIGNMENT OF YARDLEY'S
HIGH CLASS ENGLISH SOAPS, PERFUMES,
AND OTHER TOILET PREPARATIONS.

THE COLONIAL DISPENSARY

14, Queen's Road Central.

Tel. No. 1877.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
HARDWARE MERCHANTS.

PHONE NO. 1116.

25, WING WOO ST.
CENTRAL.

LENGTHEN THE LIFE OF YOUR PIANO

by having AN EXPERT do your tuning
REGULARLY at a small annual fee

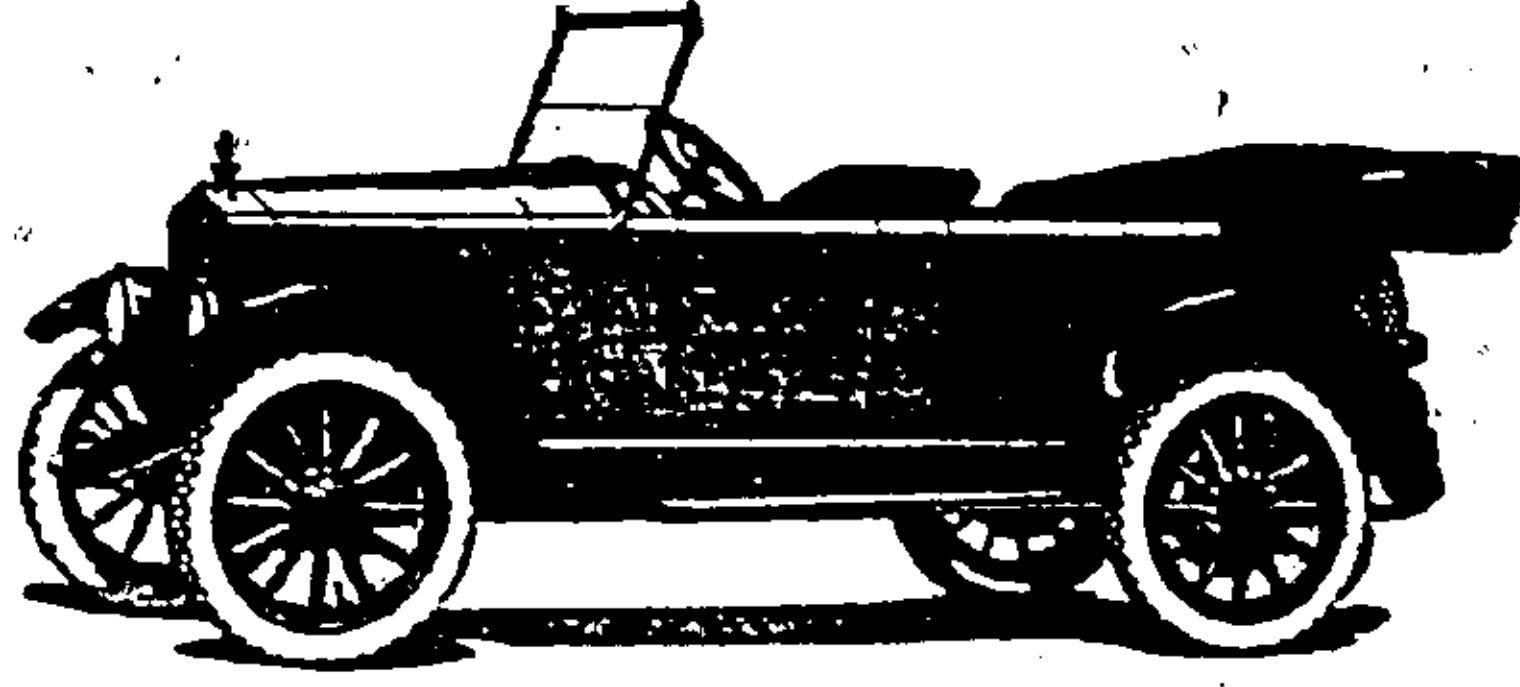
TSANG FOOK PIANO CO.

Tel. No. 2127.

44, Wanchai Road.

THE DRAGON MOTOR CAR COMPANY
(THE EUROPEAN GARAGE.)

Agents in South China (Hongkong, Canton & Macao) for
**HUDSON, ESSFX, ARMSTRONG-SIDDELEY,
RUSTON-HORNBY & DODGE BROTHERS
MOTOR CARS.**



HEAD OFFICE: 14 DES VŒUX RD. C. 15 NATHAN RD., KOWLOON.
TEL. 482 & 3552. TEL. K 226.
SERVICE STATION AT 157-4 PRAYA EAST TEL. 482.

The Dragon Motor Car Co. is noted for the best and most reliable cars and careful chauffeurs.

C. LAURITSEN, PROPRIETOR.

NOTICE.

Madame Flint wishes to announce that her new French Dress-maker is arriving about November 14th FROM ONE OF THE LEADING HOUSES IN PARIS, who will bring all special orders placed with Madame Flint before her departure.

Also we have received goods by the French Mail which Madame Flint has personally bought including Day and Evening Gowns, Opera Cloaks, Costumes, Winter Coats, Sports Coats, Jerseys Millinery, Kid Gloves, etc.

MADAME FLINT
32, Queen's Road Central
Corner of Flower Street.

LADIES' NEWS.

We are exhibiting, from Wednesday, the 27th inst., an exquisite collection of LATEST STYLE Dresses, Cloaks and diverse Ladies' Fashions, which are incomparable.

An early visit will give YOU the opportunity to see everything and get the best choice. As the Exhibition will only last one week it will be advisable for YOU to give us a call as soon as possible.

KOMOR & KOMOR
ALEXANDRA BUILDINGS.

BANQUE INDUSTRIELLE DE CHINE

FRENCH GOVERNMENT LOAN 6% 1920

NOMINAL VALUE : 100 Francs
PRICE OF ISSUE : 100 Francs

Interest payable twice a year on 16th June and 16th December.
First instalment due on 16th June, 1921.

THE SUBSCRIPTIONS WILL BE RECEIVED BY THE BANQUE INDUSTRIELLE DE CHINE FROM TO-DAY up to the 25th November, 1920, free of commission and telegram charges and the most favourable rates of exchange will be quoted for the payments made in local or any other currency.

For full details and particulars apply to the BANQUE INDUSTRIELLE DE CHINE, STOCK DEPARTMENT.

Queen's Buildings,
6, Chater Road,
HONGKONG.

NOTICE.

TAKE NOTICE that the Power of Attorney dated the 13th October 1920 and any other power or powers of attorney given by LI LING SHI alias LING FOOK HI to LI Tsz Ming were revoked on the 22nd October 1920.

Dated the 27th October, 1920.
Geo. K. HALL BRUTTON & CO.
Solicitors for Li Ling Shi alias Ling Fook Hi.

NOTICE.

On the occasion of His Imperial Japanese Majesty's birthday, which falls on Sunday, the 31st October, 1920, the Japanese Acting Consul General, Mr. J. Ohmori will be "at Home" to Government Officials and members of the local Consular body between 12-1 p.m. at his residence at 19 Macdonald Road.

NOTICE.

We have this day established ourselves as general merchants with offices on 2nd floor of Prince's Building (entrance by Ice House Street).

H. A. CASTRO & CO.
Hongkong, 29th October, 1920.

CHINESE TELEGRAPH ADMINISTRATION

Notice to Senders of Telegrams

Under instructions of the Ministry of Communications, in Peking, the following additional charges for each telegram handed in for transmission by the Administration will be made upon the sender, in aid of the Famine Fund for the North Provinces, for one year only beginning from the 1st November, 1920.

(1) For telegrams to any place within Kwangtung Province the additional charge is ten cents per copy.

(2) For telegrams to any places of the other provinces in China the additional charge is twenty cents per copy.

By Order,
C. W. MARK,
Manager.
Hongkong, 29th October, 1920.

HONGKONG BOXING ASSOCIATION.

NOTICE IS HEREBY GIVEN that the First Annual General Meeting of the Hongkong Boxing Association will be held at the King Edward Hotel, on Thursday, the 4th day of November, 1920, at 5.30 p.m., for the following purposes:

1. To receive the General Committee's Report and Statement of Accounts for the year ending the 30th day of September, 1920.

2. To elect a Chairman, Vice-Chairman, Official Referee, Manager, Secretary and Treasurer and the General Committee for the year 1920-1921.

3. To appoint an auditor.
By Order of the General Committee.

GEORGE G. N. TINSON,
Hon. Secretary and Treasurer.
Hongkong, 23rd October, 1920.

LESSONS IN CHINESE.

MR. LI LING FAN, a Chinese graduate, versed in literature, has been a teacher to Europeans and merchants in this colony for over twenty years.

He has a good method of teaching European to speak in the Chinese, at a moderate fee, and is possessed of first rate certificates as a Chinese teacher. He has also a good knowledge of Western and Chinese languages.

Those who intend learning the Chinese language are requested to write to him at 122, Queen's Road, Central, 2nd floor.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
"ABERCOO"

having arrived from Portland via ports, on 31st inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 6th Nov. by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 7th Nov. will be subject to rent.

No fire insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.

United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions,
Hongkong, 30th October, 1920.

HONGKONG VOLUNTEER DEFENCE CORPS.

Administrative Orders by Lieut.-Col. L. G. Bird, D.S.O., Administrative Commandant.
Hongkong, Friday, October, 1920.

1. Parades.—The Infantry Battalion, less Reserve Platoon and Machine Gunners will parade on Monday, 1st November, at 5.30 p.m. Dress.—Drill Order.

Attendance, Strong as possible.—MOUNTED INFANTRY SECTION will parade with the LIGHT INFANTRY PLATOON.

2. From 1st November the following weekly programme of work, will be carried out on days as stated:—

Day	Time	Place of Parade	Companies Parades
Mondays	5.30 p.m.	Headqrs.	Infantry and Musketry Drills, Lewis Gun and Signalling Classes will also be held at the same time. Machine Gun Detachment Parada at same time. Dress for Infantry and Machine Gunners: Plain Clothes. Cadet Company Band Practice: Dress Drill Order.
Tuesdays	5.30 p.m.	Headqrs.	Artillery Drill. Cadet Company Drill. Dress Drill Order.
Fridays	5.30 p.m.	Headqrs.	Artillery Drill. Dress Drill Order. Machine Gun Detachment: Drill. Dress Plain Clothes.

Orders for Mounted Infantry Section.

Monday, 1st November. — Parade with Light Infantry Platoon at Headquarters.
Dress: Drill Order. (Shorts will be worn instead of Breaches.)
Wednesday, 3rd November.

Friday, 5th November: Parade at Riding School, Polo Ground, Causeway Bay, at 5.15 p.m. Uniform Optional.

4. Orders for Cadet Company by Lieut. A. J. M. Weyman.
Parade.—The Company will parade at Headquarters on Tuesday 2nd November, at 5.30 p.m.
Dress: Drill Order.

Band. The Band will parade at Headquarters on Monday 1st November, at 5.30 p.m.
Dress: Drill Order (with instruments).

Camp. The Company will go into Camp on the last week-end in November and the first two week-ends in December. All Cadets wishing to attend will give their names to their Section Commanders, before 5th November, 1920.

G. F. E. RAPSON,
Bt-Major
Adjutant.
Hongkong Volunteer Defence Corps.

NOTICES.

1. Members are notified that in future all Orders for ensuing week will be published in Local Papers on Friday Nights and Saturday Mornings. Copies will also be sent to all Clubs in the Colony and members are requested to make themselves acquainted with the Orders.

2. All members of the INFANTRY BATTALION must notify their Platoon Commanders before the 5th November of the dates when they are proceeding to Camp. This is needed owing to arrangements having to be made for Accommodation, Messing etc. Camp is being held at LOWU on the last week-end in November (27th and 28th) and 1st week-end (4th, 5th and 6th Bank Holiday) and 2nd week-end (11th and 12th) in December, 1920. Attendance at Camp for Three days (3) is required. Saturdays count as Half Days.

3. MUSKETRY will commence for the INFANTRY on Saturday, November 6th and course will be fired on Saturday afternoons and Sunday Mornings until completed, except the three week-ends when Camp is being held.

ARTILLERY COMPANY will fire course on Saturday and Sunday, 4th and 5th December, also Saturday and Sunday, 11th and 12th December.

Dummy Chargers for practice in loading may be obtained from Storeman at Headquarters. The Territorial Course to be fired this Training Season is a short one, and it is hoped that as many as possible will endeavour to attend before Camp.

There will be a Practice Shoot on King's Park Range on Saturday and Sunday, 30th and 31st October, at 2.30 p.m. Ammunition may be obtained from Headquarters.

There will be a Meeting of the Corps Shooting Committee at Headquarters on Tuesday, 2nd November, at 6.00 p.m.

VAPOLINE INHALENT

A few drops of this wonderful Essence sprinkled on the handkerchief and inhaled will at once relieve and check and after a few inhalations cure. Cold in the Head, Nasal Catarrh, Hay Fever, etc. It will also check discharge from the nostrils and clear up the dull stifled feeling which always accompanies Catarrh and Cold in the Head.

Sold in Bottles 75 cents & \$1.25

QUEEN'S DISPENSARY

Harper & Co., Ltd.
St. George's Building.
Tel. 492.



When you want to buy

WATCHES, DIAMONDS AND JEWELLERY

it pays best in the long run to buy in an established market. Promiscuous buying may occasionally be useful, but it is usually a battle of wits with the dice loaded against the buyer. Deal with an established firm whose principals know enough of the market to specialise. Ask us to show you our stock.

J. ULLMANN & CO.

34, Queen's Road

FRENCH FIRM, ESTABLISHED 1860.

NEW ADVERTISEMENTS.

A. D. C.

DUNSBY PRODUCTIONS

BOOKING

NOW OPEN

AT MOUTRIE'S.

For

Saturday, Oct. 30th

Wednesday, Nov. 3rd

at 9.30 p.m.

PRICES AS USUAL.

SOLDIERS AND SAILORS
HALF PRICE.



NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 1st day of November, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Sham Shui Po, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years, less 3 days from 1st July 1895.

PARTICULARS OF THE LOT.

No. of Rate Register No.	Locality	Boundary Measurements				Containing in Acres, Roods and Perches	Annual Rent	Vest. Price
		N.	S.	E.	W.			
1	New Kowloon Island (Lot No. 311) Sham Shui Po	100	100	100	100	about 1.5	£300	£300

G. R.
NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 1st day of November, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 24 years.

PARTICULARS OF THE LOT.

No. of Rate Register No.	Locality	Boundary Measurements				Containing in Acres, Roods and Perches	Annual Rent	Vest. Price
		N.	S.	E.	W.			
1	New Kowloon Island (Lot No. 103) Sham Shui Po	100	100	100	100	about 1.5	£300	£300

WANTED.

WANTED.—Experienced Shipping Man (in charge of Dept) four years in present position, wants to connect with Portuguese or Chinese firm preferred. Good references—Portuguese, 25 years, am temperate, moral, healthy, energetic, and will be found "on the job" all the time. Write Box 450 c/o "Hongkong Telegraph."

WANTED.—To rent House with about eight or ten rooms furnished, partly furnished or unfurnished. In Kowloon or Hongkong will be suitable. Reply to be P.O. Box 453.

FOR SALE.

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whangpoo Road, Shanghai, China, by sealed proposals to be opened at 10 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P. I., in 1885. Length 121 feet. Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value \$23,000.00 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

FOR SALE.

Very valuable leasehold property known as "Fairland" No. 155 Barker Road. Immediate occupation can be given; 6 roomed house, commodious coolie quarters, tennis court and garden attached. Further particulars apply

DEACON, LOOKER, DEACON & HARTON,
Solicitors for the Vendor.

1, Des Vœux Road Central, HONGKONG.

ROYAL HONGKONG YACHT CLUB.

NOTICE TO YACHT OWNERS
Yachtowners are requested to submit the names of their Yachts to the undersigned for the purpose of registration and classification not later than October 31st.

D. K. BLAIR,
Lowe, Bingham & Matthews,
Hongkong, 20th October, 1920.

NOTICE.

THE BRITISH COMMON-WEALTH INSURANCE CO., LTD.
(Incorporated in England)

HAVING been appointed Fire Agents in Hongkong, Canton, Macao and Swatow by the above named Company we are prepared to issue Policies at current rates.

UNION TRADING CO.
Prince's Buildings,
Hongkong, 23rd October, 1920.

THE CHINA SPECIE BANK LTD.

HEAD OFFICE:
St. George's Building, Hongkong,
Chairman of Board of Directors
Mr. Wong Shui Ham
Chief Manager...Mr. L. S. Holm
Asst. Manager...Mr. K. T. Wong
Foreign exchange and general banking business transacted.
Current, Savings, and Fixed deposits bear interests at rates 2%, 4% and 5% respectively.
L. S. HOLM,
Chief Manager.

PUBLIC AUCTION.

PRELIMINARY NOTICE.

The Undersigned will sell by Public Auction at an early date (to be advertised later)

A SELECTION OF FINE CUT GLASS-WARE
LAMMERT BROS.
Auctioneers.

FOR SALE.

MILNER'S SAFES
APPLY TO
LAMMERT BROS.
Duddell Street

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)
 "ELPENOR" 16th Nov. London, Amsterdam & Antwerp
 "ATREUS" 23rd Nov. London, Amsterdam & Hamburg
 "AGAPENOR" 1st Dec. London, Amsterdam & Antwerp
 "THESEUS" 7th Dec. London, Amsterdam & Hamburg
 "PYRRHUS" 21st Dec. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
 "IDOMENEUS" 2nd Nov. Marseilles, Havre & Liverpool
 "TELAMON" 2nd Nov. Liverpool
 "ANTIOCHUS" 15th Nov. Genoa, Marseilles, L'pool & Glasgow
 "TELEMACHUS" 30th Nov. Marseilles, Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)
 "IXION" 18th Nov. Victoria, Seattle and Vancouver
 "TALTHYBIUS" 7th Dec.
 "TYNDAREUS" 30th Dec.

NEW YORK SERVICE

(via Suez or Panama)
 "TYDEUS" 7th November.
 "HOMeward PASSENGER SERVICE"
 "IDOMENEUS" 2nd November for Liverpool via Marseilles
 "PYRRHUS" 21st December for London direct

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship
"TORA MARU."

having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 3rd November, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S. S. "SEIYO MARU"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU & JAPAN PORTS.

The above named Steamer having arrived, on Friday, the 29th Oct., 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steam r or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Friday the 5th Nov. 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Monday the 8th Nov. 1920, at 11 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED

—DRY DOCK—
 LENGTH 787 FEET.
 LENGTH ON BLOCKS 750 FEET
 DEPTH ON CENTRE OF
 SILL 11W.Q.S.T. 34 FT. 6 INS.

—THREE SLIPWAYS—
 CAPABLE OF HANDLING SHIPS UP
 TO 3000 TONS DISPLACEMENT.
 ELECTRIC CRANE AT SEA WALL, CAPABLE OF
 LIFTING 100 TONS AT 20 FEET RADUS

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.
 TELEPHONE NO. 22
 CABLE PLAT: "T" OVER "AME. PERMANENT."

BUTTERFIELD & SWIRE, AGENTS.
 HONGKONG, CHINA & JAPAN.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO.

S.S. "VENEZUELA"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby notified that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on November 2nd at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns and all goods remaining undelivered after November 3rd will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

Hotel Mansions.

Hongkong, 26th October, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

STRUTHERS & DIXON, INC.

From SAN FRANCISCO

THE Steamship
"COLORADO SPRINGS"

having arrived from San Francisco via ports, on 24th Oct., 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 29th Oct., 1920 by the Company's Surveyors, Messrs. Carmichael and Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 31st October 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.

Agents.

For Div. of Opr.

U. S. Shipping Board

EMERGENCY FLEET CORPORATION.

12, Des Voeux Road Central.

Hongkong, 24th October 1920.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 27th October, 1920.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

The Co's Steamship

"KAMO MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon Today.

Goods not cleared by the 4th Nov. 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 28th October, 1920.

Y. TSUTSUMI,

Manager.

Hongkong, 30th October, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The U. S. S. B.

"WEST IRA"

having arrived from San Francisco and ports on October 29th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Tuesday, November 2nd, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.15 p.m. on Tuesday November 2nd, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after November 5th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 30th, October, 1920.

W. S. BAILEY
& CO., LTD.,ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.

HAKBOUR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.31.
 Manager ... K.329.
 Secretary ... K.369.
 Harbour Engineer ... K.28.
 Telegrams "SEYBOURNE"

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"MUNCASTER CASTLE"

From NEW YORK

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 29th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All claims against the steamer must be presented to the Under- signed on or before the 13th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3th prox. at 10 a.m. by Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 28th October, 1920.

CANADIAN PACIFIC OCEAN SERVICES
LIMITED.FOR VICTORIA AND VANCOUVER, B.C. VIA
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S. S. "MATTAWA"

WILL BE DESPATCHED FROM HONGKONG

ON OR ABOUT 29th OCTOBER.

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P. A. COX,

Acting General Agent,

C. P. O. S. Ltd.

POWER FROM SEA
WAVES.

Japanese Possibilities.

In a paper recently published in connection with the College of Engineering, Tokio, Mr. I. Hiroi describes some experiments made with a wave motor. He states that taking the coast line of Japan to be 1,500 miles in length, power amounting on the average to at least 5,000,000 h.p. is being wasted in actions which are merely destructive. The above figure is, he states, equivalent to two-thirds h.p. per linear foot of shore, and for utilizing it efficiently and without excessive capital expenditure the advantage would be very great.

With a view to gaining some idea as to the feasibility of utilizing some of the wave energy now wasted he erected within reach of the waves a board, 6 1/2 ft. wide, and suspended from a hinge fixed 18.2 ft. above the lowest point of a bed of concrete, shaped to conform to the path of the lower edge of the swinging board. In order to keep down the cost of the plant the concrete bed was not carried down below low water

mark, its lowest point being in fact 0.8 ft. above mean sea-level. The tides at the site selected have a range of about 5 ft. at springs and 2 ft. at neap tides. The shore is shelving and large waves are broken up at a considerable distance from the shore, and even in storms the height does not exceed 6 ft. at 1,500 ft. from the shore line where they break. The waves formed as a consequence of this breaking were again broken up at 200 ft. from the shoreline. On the other hand, even in the calmest weather there are always waves reaching the shore, having a height of about 2 ft., a length of 160 ft. and a period of from 8 seconds to 15 seconds. The pendulum board was loaded with stones, and it was found that the effectiveness of the device varied considerably with the load, but at the best the output was small, the best result being equivalent to the production of mechanical work at the rate of 410 ft.-lb. per second. This was obtained with a pendulum weight of 1,155 lb. a wave height of 2 ft. with a mean period of 9.8 seconds. The amplitude of the swing ranged from 20.5 deg. to 57.5 deg.

FRECKLES AND HIS FRIENDS

He Talks As If He's Sure of Being One of Those Present.

BY BLOSSER



HIGH-CLASS

CONFECTIONERY

Cailler's
Chocolates

of the finest quality, neatly packed in ELEGANT BOXES
of 1 lb., 2 lbs., & 4 lbs.

The first shipment of really high-class chocolates that
are EQUAL TO PRE-WAR QUALITY.

At very reasonable prices.

A.S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY

Correspondents are requested to observe the rule which requires
them to forward their names and addresses with communications
addressed to the Editor, not necessarily for publication, but as an
evidence of their bona fides.

All communications intended for publication should be addressed
to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$38
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fixed period will be continued until countermanded.
The "Hongkong Telegraph" is now on sale at, and will be
delivered to subscribers by, the Dairy Farm Company, Ltd.,
Shamshu, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 30, 1920

A FEW FIGURES.

We don't know whether the average man in the street takes
much account of a Budget in Hongkong, apart from his interest to
learn whether he is going to be taxed any higher or whether the
Government is proceeding with certain improvements of which he
is going to reap the benefit. We rather incline to the opinion that
he doesn't take much notice of it, though we wish it were otherwise.
The running of a Colony is as much a business proposition as the
running of a firm, and it behoves all residents in that Colony to keep
a close watch on the financial condition, just as it behoves share-
holders in a company. The value of a Colony's assets is as vital to
the prosperity of that Colony as the assets in the capital account of a
commercial concern. And in this light we must take another look
at the Budget which was presented two days ago, asking our readers
to follow us with a little interest through a few illuminating figures.

We will only go back as far as the year 1918, and from there we
will look at the Colony's finances as a whole. At the end of that
year there was a credit balance of \$1,631,153, or, in words, nearly six
million dollars. During 1919 the Government received \$16,524,974
and spent \$17,915,925, or, in other words, ran its business for a year at
a loss of \$1,390,950. Therefore, the credit balance was reduced to
\$4,290,157, and it must be borne in mind that it was estimated that the
Colony's assets over liabilities would by that time have risen to the
figure \$7,638,948. We mention that last fact just to show how wide
of the mark estimates are liable to be. Coming to the year 1920—
the current year—we see that the revenue will be about \$14,177,478,
which is \$1,397,727 less than was estimated. The expenditure up to
December 31st is estimated to be \$13,768,830, or \$1,117,643 less than
the original estimate (accounted for by the decreased expenditure on
Public Works Extraordinary). This shows that the profit on the
year's working for 1920 will be \$498,648, and this sum will bring
back the Colony's assets to \$4,698,835. Although it is shown on
paper that we shall finish this year with nearly five million dollars
in hand, it must not be forgotten that the Government's rice trans-
action has lost the Colony over two millions of money that were
never provided for. Now, coming to the year 1921, it is estimated
that the revenue will produce \$15,336,350, while it is expected to
spend \$17,349,150, or, in plainer words, run the Colony at a loss on the
year of \$2,012,800. With assets already decreased, the Government is
going to spend far more than it expects to receive. The Colony's
revenue is getting less, owing mainly to the decreased consumption of
opium. During 1919 the Government received over two millions less
than it receives in 1920. Expenditure is growing, owing to the many
schemes that the Government is initiating, and it is just as well to
remember that the Government's estimates are always a little
on the optimistic side as to revenue and generally a little over-
modest as regards expenditure. This last statement is proved by the
fact that in 1919 it was thought that the expenditure would be
\$14,577,896, whereas, in point of fact, it was \$17,915,925—a difference
of a modest three million. Precisely how the Colony's finances will
stand at the end of 1921 will remain to be seen, but on the above
simple analysis of the Government's own figures it does seem as
though the Colony's assets will have shrunk to almost vanishing
point.

About the future His Excellency the Governor was optimistic,
and so are we. But, without priding ourselves on our business
acumen, we would rather take a cautious line. If the Government
is going to spend more, then it must straightway secure more. Re-
venue from opium will be a constantly decreasing sum, and al-
though it is foreshadowed that stamp duties and water rates will
bring in more money, we shall work through 1921 at a loss. Con-
tingencies are always liable to arise—a serious one arose in con-
nection with rice. With its annual working account running into
fifteen millions and over, the Colony ought to have a bigger margin of
assets than just one or two millions. Business men would claim so
for their concerns and the Government should. Taxation in this
Colony is extremely light and there are endless ways of "readjust-
ment" by which the Government can work at a profit. But the pre-
sent generation should pay for what it is getting; it shouldn't draw
too much upon the savings of the past and it shouldn't in any way
mortgage the future. Hongkong has prided itself on being wonder-
fully solvent, and the aim of the day should be to keep it so. If we
are going to have improvements, let us pay for them as we go.

NOTES & COMMENTS.

The Coal Settlement.

The end of the miners' strike is
announced. Ratification is as-
sumed in the cables, and, while
it may be noted that only this
week the miners' leaders ex-
pressed doubt whether the men
would agree to anything short of
an unconditional advance, the
probability is that the leaders
would not have accepted the
Government's offer unless they
felt confident that the men would
endorse their action. Glancing at
an outline of the terms one
cannot help feeling more than
ever how regrettable it is that
the strike should have happened,
the more so as even before the
cessation one of the Triple
Alliance leaders, Mr. J. H.
Thomas, M.P., declared that the
ensuing winter was likely to be
one of the blackest experienced
by the country for many years.
Everybody must trust that this
sombre forecast will be falsified,
but it provided a strong addition to
the many reasons against a strike.
The miners now agree to increase
output in consideration of in-
creased pay at the rate of 2s. a
day subject to early review in the
light of results. These are the
main points. What is there here
that could not have been adjusted
without a strike? True, we are
not yet told what the "datum-
line" is to be. Still, there are
hopeful indications alike in the
tranquil demeanour of the public,
including the miners, and even
more in the proposal apparently
emanating from Labour in con-
trast to previous obduracy—for
new permanent machinery to
regulate wages in accordance
with revenue and cost of living.

Laichikok Reclamation.

A statement in the Budget in
reference to this scheme is of
interest from more than one point
of view. It is gratifying to see that
the work of reclamation is to be
taken in hand, and it is announced
that convict labour will be em-
ployed. On the whole the decision
strikes us as a good one. Such
work is eminently suitable to the
kind of labour referred to in that
it can hardly be said to clash
with organised industry; and it
is better for the prisoners them-
selves to be employed upon a
useful task than in performing
their quota of hard labour upon
devices reminiscent of the tread-
mill, which, except for leg
development, was entirely
unproductive. The case was
different in the Old Country when
prisoners were set to work to
make brushes and similar articles,
which, of course, could be market-
ed upon very economical, yet
unconformable, conditions, to which
manufacturers paying substantial
wages naturally objected.

Plenty of Precedents.

The chronicles of the Colony
tell of many public works upon
which convicts were employed,
though the history by Mr. Norton-
Kyshe, so replete with infor-
mation upon most matters of the
kind, does not supply much in the
way of particulars. Until this
century, convict labour was com-
mon, as it is to-day in Shanghai,
where change-rings in the streets
are a familiar spectacle. The
difficulty here was the risk of
escape, owing to the
prisoners being employed upon
work distant from the prison.
This enabled confederates to slip
such implements as files into the
convict's hands *en route*, and to
indicate facilities for making
good their escape, while those
who prowled around because of
being unable to get clear away
must have been a source of
disquietude to residents travelling
through the outskirts after dusk,
remembering the malefactor's
desperate character. In the present
case the danger scarcely arises,
for, while the site is sufficiently
removed from the public walks
for the presence of the convicts
not to obtrude itself, the limited
distance from the prison will
enable effective surveillance to
be exercised.

THE NEW BISHOP.

Arrival Next Week.

There is to be a social gather-
ing at the Helena May Institute
on Friday next at 4 p.m. to
welcome the new Bishop. No
invitations are being sent out for
this, but it is hoped that all who
can will come and meet him. His
Excellency the Governor has
intimated his intention of being
present.
The Bishop will be enthroned
at 5.30 on the same day in St.
John's Cathedral.

DAY BY DAY.

NOTHING IS DENIED TO WELL-
DIRECTED LABOUR: NOTHING IS
TO BE OBTAINED WITHOUT IT—
Joshua Reynolds.

The proposed resumption by
the Crown of Kowloon Farm Lot
No. 9 is gazetted.

There was one fatal case of
plague notified yesterday, the
victim being a Chinese.

His Excellency the Governor
has appointed Mr. William Jack-
son to be a Member of the Board
of Education.

A youth, sixteen years of age,
fell from the gallery of the Po
Hing Theatre, Yaumati, and
sustained rather bad injuries.

The Gazette contains regula-
tions as to the occasions when
orders miniature decorations and
medals are to be worn with even-
ing dress.

We understand that a com-
bined naval and military service
is to be held on the morning of
the anniversary of Armistice Day
in St. John's Cathedral.

On November 9th, at the P. W.
D. Office's, Shaokwan Island
Lot 458, containing about 900
square feet, is to be sold by
auction. The upset price is \$300.

We hear that "C" Company of
the Wiltshire Rgt. is moving from
Mount Austin Barracks to Wel-
lington Barracks on the 1st Novem-
ber and will be relieved by "B"
Company on the same date.

Mr. G. Ohmori, Acting Japa-
nese Consul-General, is to hold an
"at home" at the Consulate
residence, No. 19, Macdonnell
Road, on the occasion of the
Emperor's birthday, to-morrow
from 12 to 1 p.m.

The Canton Times has appeared
again. During the forced suspen-
sion of the Canton papers an
English edition called *The United
Press* was printed in Honam by
the combined newspapers. It
consisted of one sheet only.

Owing to the postponement of
the sailing of the steamer, the
Christmas parcels mail will not
close until Thursday, the 4th of
November. This leaves a very
bare margin in the time taken for
the arrival of the mails at Home.

Yesterday a fire broke out in
a matchbox behind Wong Nei
Cheong village, occupied by
workmen of the Waterworks
Department. The shed was
totally destroyed before the Police
were notified. The damage is
put at \$190.

The Gazette contains an Order
of His Majesty in Council, entit-
ling the Treaty of Peace (Amend-
ment) Order, 1920. The Order
applies to Hongkong, and legisla-
tion will be introduced shortly for
adapting the provisions of the
Order to the circumstances of the
Colony.

Playing Palace Hotel billiards
handicap last night, A. G. Pile
(300) beat W. Drew (125) 250-181.
Best break: Pile, 182, 20, 32 and
24; Drew 18. J. W. Hamilton
failed to turn up for his game
with J. W. Clapham, and the
latter was accordingly awarded
the game.

New Kowloon Lots 6 and 7
are to be sold at the
P. W. D. Offices on November
15th. The annual rent of the
former (containing about 374,000
square feet) is \$3,224; and of the
latter (about 630,000 square feet),
\$5,424. The aggregate upset
price is \$150,560.

Baron Keishino Matsui, late
Japanese Ambassador in Paris,
arrived in the Colony yesterday
by the N. Y. K. Kamo Maru with
his wife and two children, on his
return to Japan. He was
met on board by the acting Japa-
nese Consul General Mr. G.
Ohmori and the staff of the Con-
sulate, and by Mr. Yasuda,
Manager of the N. Y. K. Amongst
the other passengers were Mr. S.
Imai, who was Japanese Consul
in Hongkong four years ago; and
Mr. H. Nagasaka, Secretary to the
ex-Ambassador. The Kamo Maru
left for Japan at 11 o'clock this
morning.

1895.
HONGKONG TWENTY-
FIVE YEARS AGO.

(Compiled from the "Hongkong
Telegraph" files for week-
ending Nov. 6th, 1895.)

THE DOLLAR.

Oct. 31st.—The rate of the
Dollar, on demand, to-day is 2s.
2-1/2d.

WEST RIVER TRADE.

Nov. 2nd.—Another example of
the indiscreet and short-sighted
blundering and apparent incapacity
of the British Government
is to be found in the agitation
which has been going on for years
with a view to having the West
River opened to foreign trade.
Everything the local Chamber of
Commerce could do in the matter
it has done, and yet the West
River is as firmly closed against
the "Western barbarian" to-day
as ever it was, and this too, al-
though on the 1st of May 1893,
Herr von Brandt, in the course of
an interview with the Hongkong
Chamber of Commerce, urged the
Chamber to "agitate for the open-
ing of the two Kwong provinces
and through them of Yunnan, to
foreign trade and navigation,"
and at the same time added, "the
Chamber" in so doing, "would
be undertaking a work which has
good prospects of success, especi-
ally as representations on the
subject might not be unfavour-
ably received by the high
Chinese authorities at Peking, or
by the higher provincial
authorities." The Chamber's
our memory serves us correctly,
acted on the late Minister's
advice, and yet nothing has been
done.

GERMAN MUSIC.

Nov. 2nd.—Chevalier de
Kontski, Court Musician to the
German Emperor, last evening
delighted the members of the
German Club and their friends
with his playing, rendering,
amongst other gems, Mozart
Sonata Pathétique, in his
unsurpassable manner.

DEPRECIATED COOLIE POWER.

Nov. 4th.—Several complaints
have reached this office of the
poor physique of many of the
ricksha and chair coolies who are
granted licenses in Hongkong.
Coolies taken along Queen's Road
to go to Quarry Bay, or even to
Bay View refuse to carry pas-
sengers further than Jardine's
sugar works and demand their
fares. In the same way many of
the chair bearers are unable to
carry a medium sized man from
Queen's Road to the Albany
Gardens. If the Police could see
to it that none but able-bodied
men are licensed, these annoy-
ances would cease.

CLEVER CHINESE
ARTIST.

Miss Fung Man-fung.

Miss Fung Man-fung whose
photograph will be found in to-
day's Picture Supplement, is the
daughter of Mr. Fung Hon, Chief
Interpreter to the Secretary for
Chinese Affairs, and mistress of
the Hongkong Girls' Painting
School. She is a clever young
Chinese painter of European
pictures, aged 19, and in her work
she has shown great talent
in respect of perspective
and geometrical drawing. She
first gained her reputa-
tion at the sale of her pictures
which she held in the Colony in
aid of the War Charity Fund, and
her work met with so hearty a
welcome from the community
that the proceeds of the sale
amounted to several hundred
dollars. She is the painter of the
well-known picture of the terrible
Happy Valley Race-course dis-
aster which is now on show in the
Tung Wa Hospital. She has won
one silver and nine gold medals,
one of which is the first-class
gold medal which she earned at
Canton Fine Art Exhibition held
under the patronage of the Gov-
ernor there. She is also a very
good writer of Chinese characters,
being taught by her talented
father. In the contest arranged
by the Shanghai Writing Com-
petition Society, she came out
sixth out of several thousand
competitors.

(Miss Fung has organized a
Chinese Girls' Sketching Club
the members of which, through
her teaching, have made marvellous
progress. The Club held an
Exhibition at the Tai Pak Lau
Garden on the 2nd and 3rd inst.,
at which 96 pictures were sold
and \$2,000 realised. We give a
photo of some of the students, in
to-day's Pictorial Supplement.

KOWLOON NOTES.

(By "The Ferryman".)

The maid topic in Kowloon just
at present is the Colony's Budget,
particularly as it affects this side
of the harbour. As I'm not much
of a financier, I'm not going to
say anything about the general
state of the Colony's exchequer.
That can be very well left for
others. But looking at tangible
evidences of the Government's
interest in Kowloon affairs I am
sure all of us find ample cause
for satisfaction in His Excel-
lency's speech. Indeed, I've heard
the provisions for the coming year
described as "A Kowloon Bud-
get," so prominently do the
affairs of the peninsula appear in
the statement made on Thursday.
And my idea is that we have to
thank the K.R.A. for much in
this regard.

Let's look at one or two of the
things covered by the Budget so
far as Kowloon is concerned.
Here they are—First and fore-
most, a Hospital; then new
Police Stations at Mongkoktsui
and Yaumati (with provision in
the former case for a Magistracy
eventually); a new Gaol at Kow-
loon City, with a Police Training
School attached; promise of a
motor-bus service; an improved
water-distribution service and
new filter-beds; two motor tractors
and five trucks for the removal
of refuse; a clock on the railway
tower; motor coaches for the
railway; and quite a host of
other things.

Then, passing on to improved
means of communication, the
extension of the Coronation Road
is to be pushed on; \$200,000 is
set aside for the roads from
Shamshu to Kowloon City and
from Hunghom to the same
place; \$15,000 for widening the
Taipo road; \$100,000 for metal-
ling and tar-painting the Taipo
road and the new road to Castle
Peak (a very necessary improve-
ment); an additional \$15,000 for
improving the coastal road to
Laichikok; and \$100,000 for com-
mencing the work of surfacing
the main roads in Kowloon; to
say nothing of the huge sums
appropriated for the Shamshu
reclamation and the filling in of
the tidal flat at Tai Koktsui.

Now, I haven't by any means
exhausted all the good things
that are promised us in the Bud-
get, but even from what I have
mentioned, Kowloon people will
get some idea of the interest that
the authorities are now taking in
the affairs of the peninsula.

It was particularly gratifying
to see Sir Edward Stubbs going
out of his way to pay a tribute to
the K.R.A., which shows how
much he appreciates the useful
work that body is doing in giving
advice to the Government on
matters of public interest affect-
ing this part of the Colony. I am
sure his remarks will be appre-
ciated by those who are
giving their time and labour to
this work, and, incidentally, they
ought to have the effect of bring-
ing in more members to the
Association, which is now, I
have been told, over 250 strong.
Every eligible resident in Kow-
loon should join up. Unity is
strength.

If there was one disappointing
feature of His Excellency's
speech, to my mind it was his
reference to the shortage of
European housing accommodation.
His Excellency somehow
seems to have some difficulty in
believing that there is any
shortage. I know that it's not an
easy matter to get absolute statis-
tics at a point like this, but let
me quote this remark which I
saw in a paper the other day—
"High rents are the result, the
fruit of house shortage." Heaven
knows that rents are high in this
Colony. Why? Merely because
the demand for houses is greater
than the supply. Which means
that there's a decided shortage.

There are other causes than
distance from the ferry to account
for the non-inclination of people
to take up houses or flats in
certain outlying districts of
the peninsula. Europeans object
most strongly to being dumped
down either in the midst of
or adjoining a native quarter
with all the noises and smells of
such a locality. That's asking a
bit too much.

Whilst on housing matters, let
me express my thanks to you,
Mr. Editor, for forwarding a photo
from an "Old Subscriber,"
enclosing some interesting cut-
tings. Here is what he says—

GARRISON CRICKET
LEAGUE."D." Co. Wiltshires v.
88th Co. R.G.A.

The opening fixture in the
Garrison Cricket League took
place on Friday, the R.G.A. win-
ning a very pleasant game by
the narrow margin of one run.
Appended are the scores.

Sgt. Clow, b Purton	21
Sgt. Doggerell, c Timmis, b	9
Trivett	0
Lieut. Chester, b Trivett	0
Gnr. Lewis, b Purton	0
Br. Baker, c Amor, b Trivett	3
C.S.M. Pragnall, b Denne	32
Br. May, run out	0
Sgt. Holloway, b Purton	19
Gnr. Carter, c Holdman, b	1
Purton	1
Br. Wood, run out	0
Gnr. Dyer, not out	2
Extras	3
	80

Bowling.	O.	M.	R.	W.
Purton	12	4	26	5
Trivett	8	1	25	3
Amor	3	3	19	—
Denne	1	—	6	1

WILTSHIRES.

Pte. Turner, c Baker, b	1
Holloway	33
Sgt. Holdman, b Holloway	17
Lieut. Denne, c Holloway, b	4
Baker	4
Lieut. Purton, c Carter, b	2
Doggerell	6
Maj. Timmis, c and b	2
Doggerell	6
Lieut. Trivett, c Baker, b	0
Holloway	0
Lieut. Dodgson, b Doggerell	2
Pte. Amor, b Doggerell	4
Pte. Buckland, c Laws, b	0
Holloway	1
Lieut. Graham, b Holloway	2
Pte. Blackmore, not out	1
	79

Bowling.	O.	M.	R.	W.
Baker	6	0	30	1
Holloway	12	3	29	5
Doggerell	7	0	13	4

GOLF.

First Round of Champion-
ship.

Mr. L. S. Greenhill, the Hon.
Secretary of the Hongkong Golf
Club, informs us that the first
round of the Championship will
be played on 31st October, the
second round on the 7th Novem-
ber, the semi-final on 14th Novem-
ber and the final on 21st Novem-
ber.

The following members, who
have qualified for the first round,
will start off according to the
times given below:—

	Time of Start.
R. L. D. Wodehouse, v.	
T. W. Hill	10.32 a.m.
H. G. Bagnall, v. R. M.	
Smith	10.36 "
A. C. Leith, v. J. D.	
Kinnaird	10.40 "
B. D. C. Morgan, v. J. L.	
Crockatt	10.44 "
P. G. de Paravicini, v.	
N. C. Wilson	10.48 "
W. D. Kraft, v. J.	
Macdonald	10.52 "
J. B. Ross, v. J. John-	
stone	
T. S. Forrest, v. N. L.	
Smith	10.56 "

"It appears that the Housing
problem is acute all the world
over. Kowloon is suffering from
it, England is still in the throes
of it, but alas! Africa is on the
verge of despair. According to
the Johannesburg Sunday Times
advertisements such as published
hereunder, will soon make their
appearance:—

To Let.—Large concrete drain-
pipe with waterproof canvas sheet
each end. Pleasantly situated
under shady tree, within easy
reach of farm. Suit bachelor.
Only £3 a month, on year's lease.
For Sale.—Motor-car case,
Would make cosy two-roomed
cottage. Just the thing for small
family. Only £10.

Wanted.—Family of six, at
present living in fowl-house, desire
to rent good stable or shed. Any
reasonable sum paid. (N.B.—No
pig-sty owners need apply.)

Urgent.—Will owner of hollow
tree or incubator house let same
to young lady engaged in business
until she can find other accom-
modation? Very careful tenant,
with no pictures to put up.

So there's to be no boxing in
Kowloon after all. The Boxing
Association thinks Ming Yuen
Gardens a more convenient spot.
Well, I don't. What's the use of
it for Kowloonites? It's a long
long way to Ming Yuen
Gardens!

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Soles

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HONGKONG.

LENIN'S ANSWER TO
"BOURGEOIS DEMOCRATS"

Executions Admitted.

A summary was recently transmitted to Lenin of the highly damaging evidence which such British visitors to Moscow as Mrs. Philip Snowden and Mr. Bertrand Russell, and such Germans as Herr Dittmann and Herr Crispian, members of the Deputation sent to the Russian capital by the Independent Socialist Party have lately produced against Bolshevism.

He was asked what reply, if any, the Soviet Government had to make to the charges thus formulated, his attention being particularly directed to Herr Dittmann's accusation that there have been wholesale executions of non-Bolsheviks.

Lenin's reply was received by wireless to-day, and, if one slightly mutilated and wholly unimportant sentence has been correctly deciphered, is as follows:

"I beg to state that the attacks made on Bolshevism by members of the Right Wing of the German Independent Socialist Party of the type of Herr Dittmann, and by certain British Labour members do not astonish me.

"In the speech which I delivered at the recent Congress at Moscow of the Communist International, I proved that the principles of Dittmann and Crispian are analogous to those of Kautsky. It is quite natural that Kautsky, like Crispian and Dittmann should be dissatisfied with Bolshevism. Indeed, it would be regrettable were Bolshevism to be satisfactory to such people.

"It is natural that such bourgeois democrats of the type mentioned, who are quite like our Mensheviks, in the decisive struggle between the proletariat and the bourgeoisie are found very often in the camp of the bourgeoisie.

"Executions seemed to have aroused Dittmann's indignation, but in such (7 circumstances) as indicated, it is natural that revolutionary workers executed Mensheviks, a fact which, of course, cannot very well appeal to him.

"It would, indeed, be a sorry state of affairs for the Third International were people of his type, whether German, French, or British, be admitted to its

ranks. If, as you allege, the reports of the British, French and German Labour deputations to Russia have done more damage to Bolshevism than all anti-Bolshevik propaganda, I gladly accept the logical conclusions thereof.

"I make an offer to the anti-Bolshevik bourgeoisie of all countries.
"Let them and me agree that the delegations, composed of workers, small peasants, and of others whose labour creates profit on capital, be sent from all countries to Russia. Let such delegations stop a month or two in Russia.

"If the reports of such deputations are useful to the cases of anti-Bolshevik propaganda the international bourgeoisie [anti-Bolshevik] might defray all the expense so incurred. However, in spite of the fact that we in Russia are poor and weak and the bourgeoisie of all countries is rich and strong, I agree to persuade the Soviet Government to defray three-quarters of the expenses of the deputations mentioned, thus leaving only one-quarter to be defrayed by the international millionaires.

Herr Kautsky, to whom reference is made in Lenin's reply, is, of course, the well-known German Independent Socialist, whose violent denunciations of Bolshevism have occasioned great resentment at Moscow.

[Mrs. Snowden, it will be recalled declared on her return from Russia that Soviet Russia could teach Western Europe nothing. In her recently published book, "Through Bolshevism—Russia," she claims that the Soviet Government has "not an ounce of democratic control." Of Lenin, whom she regards as a "keen-brained, dogmatic professor in politics," she says that "he showed a surprising lack of knowledge of the British Labour movement."]

LINK WITH "TOM BROWN'S
SCHOOLDAYS"

Mr. Joseph Walker, parish vergar at Mill Hill, Hendon, and his wife, who have just celebrated their diamond wedding, were married in 1860 at Wilmington, Bedfordshire, by the Rev. Augustus Orlebar, who figures in "Tom Brown's Schooldays."

TO-DAY'S
MISCELLANY.

There has lately been a controversy in the Press as to who holds the age records for a first novel. When Mr. Dyke Wilkinson's novel is published shortly by Sampson, Low and Co., the present veterans will take a back seat, for the new aspirant is now in his 86th year. Mr. Wilkinson has published many interesting short stories and other books, but no novel. His literary friends are wondering why he did not do this kind of work long ago. Those who have read this first effort declare it good work and extremely interesting. Jeffery Farnol, author of "The Amateur Gentleman," "Beltane the Smith" and other robust works of fiction, writes a foreword for it.

Workmen have been busy trying to brighten up "No. 1, London," as a discerning foreigner once described Apsley House. The window-frames are being painted white, and the glass in the dummy windows above the great gallery is being cleaned of the grime that has collected on it for years. The stone-work, which is badly decaying, is being scraped out in the worst parts and treated to some chemical preparations. The house was built of brick by the Adams brothers for the Lord Chancellor Baron Apsley, who became Earl Bathurst, and who died in 1794. It was bought by the Marquis Wellesley, the elder brother of the Great Duke, in 1820, and at a huge cost was enlarged and cased in Bath stone, a material which has suffered in the atmosphere of London.

However much the Army Council's new regulations for colonels may improve the service, one cannot avoid a passing regret, remarks a writer in a home journal, at the decision that these officers must retire at the age of 70, for it means the removal of many interesting figures from regiments with which they have often been associated throughout their military careers. There is for instance, Lieut-General Henry Kent, who has been colonel of the "Middlesex Regiment" for 20 years. He joined the Army 70 years ago, at the age of 20, and half a century ago was commanding the "Die Hards." An equally long service career is claimed by General Sir George Higginson, the colonel of the Worcestershire Regiment, who went through the Crimea campaign with the Guards.

"Brevigraphy, which is causing a lot of commotion in France because the professional stenographers object to it, seems to be merely a scientific arrangement of abbreviations which writers unacquainted with shorthand are in the habit of using. A judge in making notes of a case frequently employs hieroglyphic which nobody else can interpret. The occupant of the Bench at any rate achieves the primary object: some would-be abbreviators employ hieroglyphics they cannot read themselves. During the war the telegraphists in France who sent messages to England reduced their abbreviations to so fine an art that they were often unintelligible. For the matter of that first-class shorthand-writers' notes are often undecipherable by any one else, which does not signify as a rule, seeing that others are not called upon to transcribe them.

During recent years a marked modification has been observed in the phraseology of the gentlemen who perform the physical part of the business at London's famous fish mart. The forcefulness and colour of the oratory employed by their predecessors contributed to the colloquial dictionary, the near "Billingsgate" signifying, not the market, but the diction employed thereat. Now, according to a speaker at the Mansion House, this mode in expression has "become so chastened as to be worthy of Oxford or Cambridge." That the original Billingsgate vocabulary can boast a respectable degree of antiquity is proved by the fact that the term "Billingsgate compliments" was used as a proverbial expression in Richard Brome's play, "The New Academy," printed in 1658. Sydney Smith, in a letter to Archdeacon Singleton, refers to "rather too close an imitation of that language which is used in the apostolic occupation of trafficking in fish."

NOTICE.

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NEW SHIPMENT JUST RECEIVED:—

Gouda Cheese - - - 80cts. per lb.
Edam Cheese - - - 80 " " "
American Cream
Cheese - - - 80 " " "

OUR OWN MAKE:—

Picnic Cheese - - - 30 " " jar
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THE DAIRY FARM, ICE & COLD STORAGE
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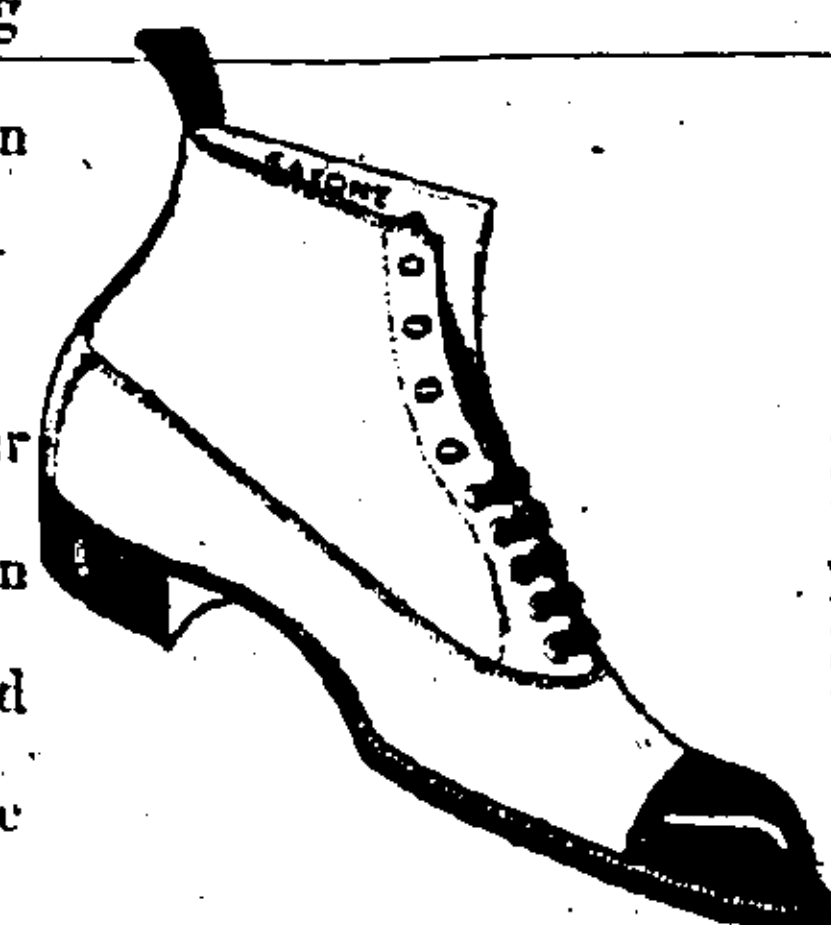
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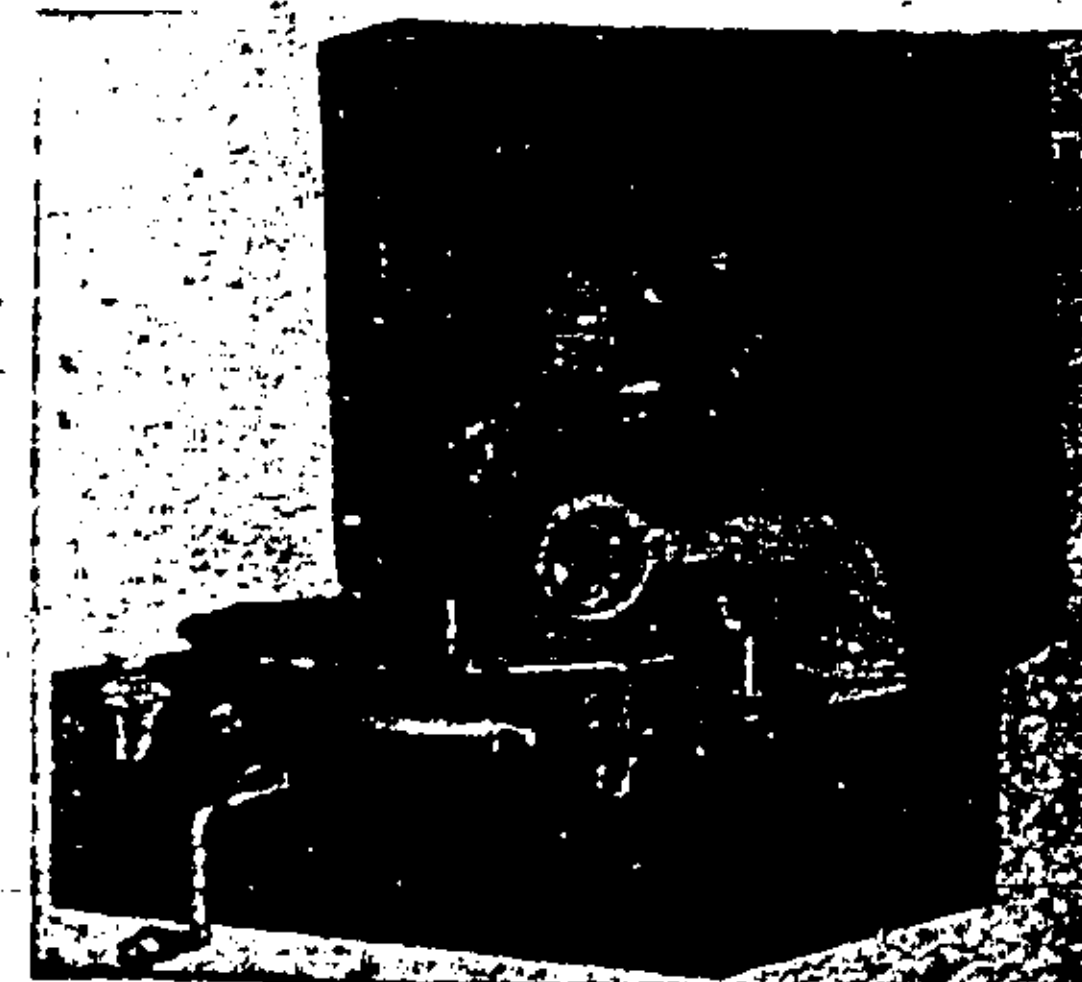


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MANUFACTURERS

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MACARONI, VERMICELLI, PASTE
STARS, EGG NOODLES &c.
RING UP—2230.



CAMERA NEWS



PRINCE OF WALES INSPECTS AUSTRALIAN TROOPS.

The Prince accompanied by his military aide-de-camp passing before an Australian guard-of-honour composed of men who were decorated for bravery in the war.



PRINCE OF WALES IN WRECK.

The Prince is here seen after the wrecking of the Royal train in Australia, holding his soft hat which he retrieved from the overturned carriage.



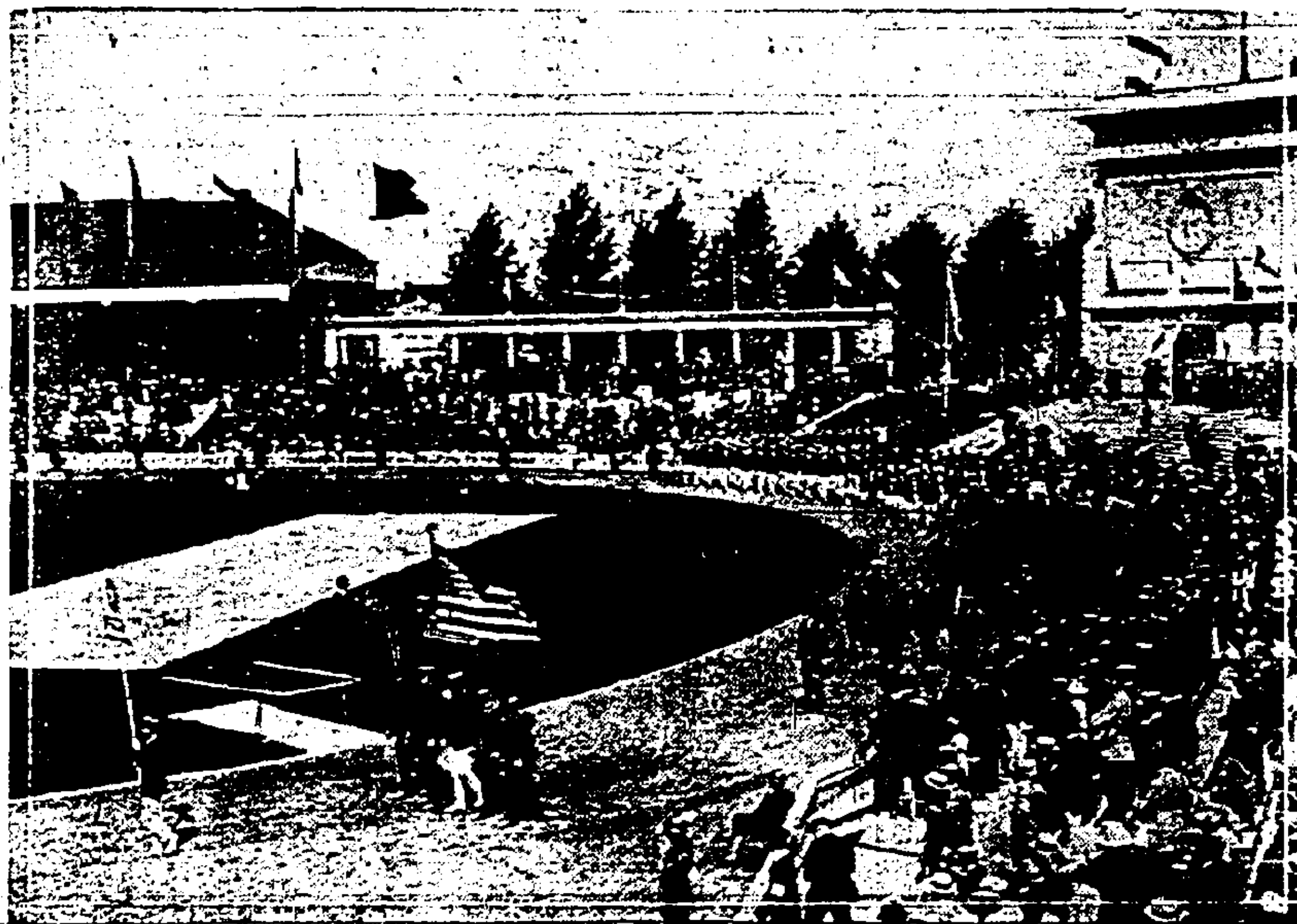
CHINESE MINISTER TO U.S.

Mr. Alfred Sze, the Chinese Minister to London, who is to be transferred to Washington, D.C., to take the place of Dr. Wellington Koo.



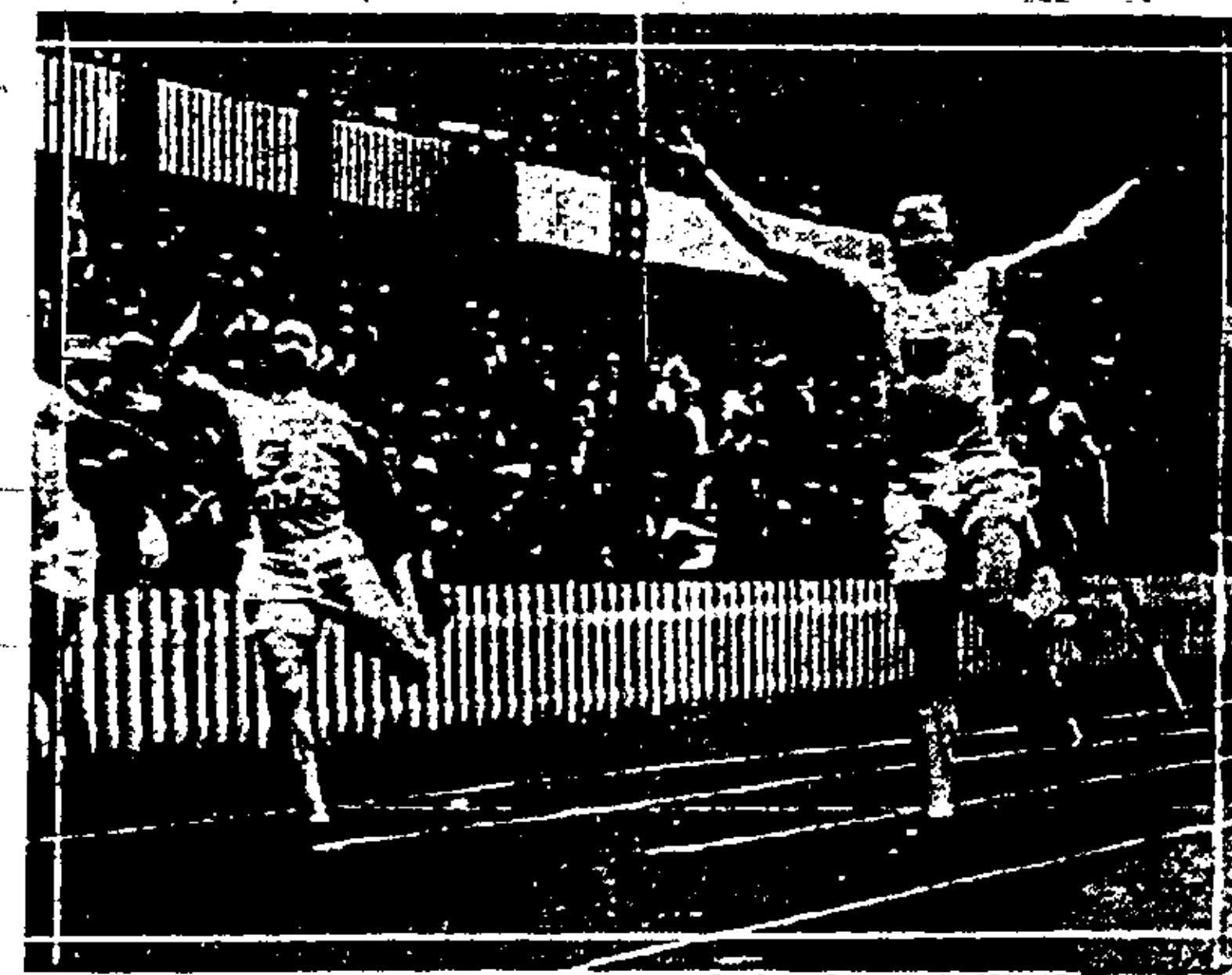
BREAKS HAMMER RECORD

Patrick Ryan, U.S.A., throwing the hammer. At the Olympic Games, he threw the hammer a distance of 173 feet 8 inches, breaking the record.



OPENING OF OLYMPIC GAMES.

Scene at the opening parade of the Olympic Games at Antwerp.



A KEEN RACE

C. W. Paddock, U.S.A., winning the 100 metres final at Antwerp, time 10.4-5 seconds.

DOINGS OF THE DUFFS

One of the Penalties of Owning a Car.

BY ALLMAN.



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PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
NOVARA	6,900	13th Nov.	M's, London & Antwerp.
DILWARA	5,400	15th Nov.	S'pore, Colombo & B'way.
NELLORE	6,850	26th Nov.	M's, London & Antwerp.
SOMALI	6,700	10th Dec.	M's, London & Antwerp.
DEVANHA	8,100	17th Dec.	M's, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	16th Nov.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	30 Oct. noon.	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
KANOWNA	7,000	30th Nov.	
ST. ALBANS	4,500	22nd Dec.	

SAILINGS TO SHANGHAI & JAPAN.

JAPAN	6,000	1st Nov.	Shanghai & Japan.
DILWARA	5,400	4th Nov.	Shanghai only.
SOMALI	6,700	4th Nov.	Shanghai & Japan.

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SEATTLE & VICTORIA via Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYAMA MARU ... Monday, 15th Nov., at 11 a.m.

TOYOHASHI MARU ... Friday, 26th Nov., at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tuesday, 14th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

SADO MARU ... Friday, 29th Oct., at 11 a.m.

KITANO MARU ... Friday, 12th Nov., at 11 a.m.

INABA MARU ... Friday, 26th Nov., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

MARSEILLES & LIVERPOOL via Suez.

KAMAKURA MARU ... Sailing from Singapore End of Nov.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Monday, 15th Nov., at 11 a.m.

TANGO MARU ... Wednesday, 22nd Dec., at 11 a.m.

NEW YORK via Suez.

TSUYAMA MARU ... Saturday, 13th Nov.

SOUTH AMERICAN PORTS via Cape.

HAKODATE MARU ... Sailing from Singapore Beginning of Dec.

BOMBAY & COLOMBO via Singapore.

CALCUTTA & RANGOON via Singapore & Penang.

SHINSEI MARU ... Saturday, 6th Nov.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 20th Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU ... Saturday, 30th Oct., at 11 a.m.

TAIAN MARU ... Sunday, 7th November.

YEBOSHI MARU ... Wednesday, 10th November.

IYO MARU ... Monday, 15th Nov., at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

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Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijpanas	Java	in port	31st Oct.	Saigon.
Tilalak	Java	2nd Nov.	6th Nov.	Japan.
Skud	Java	10th Nov.	16th Nov.	Java.

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Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	1st Nov.	3rd Nov.	San Francisco.

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Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports via SINGAPORE, PENANG & COLOMBO.

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Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	7th December.	13th December.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

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Through Bills of Lading to all U.S.-and-CANADIAN OVERLAND POINTS. No transshipment en route.

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Destination	Steamer	Sailing
SHAI via S'ow & N'po	Wingsang	Sun., 31st Oct. at d'light.
SINGAPORE & Penang	Wingsang	Sun., 31st Oct. at 2 p.m.
HAIPHONG via Hoihow	Taksang	Wed., 3rd Nov. at 8 a.m.
SHANGHAI	Kwongsang	Thur., 4th Nov. at d'light.
SHANGHAI	Hopsang	Thur., 4th Nov. at d'light.
KOBE	Mamsang	Thur., 4th Nov. at 3 p.m.
STRAITS & Calcutta	Lalsang	Fri., 5th Nov. at 2 p.m.
MANILA	Yuensang	Fri., 5th Nov. at 3 p.m.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading issued all to Northern and Yangtze.

MANILA LINE:—A weekly service is maintained between vessels with good passenger accommodation, both ports every Friday.

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BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE:—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "FOOSHING" will be despatched on or about Sunday, 31st October, at 2 p.m. for SINGAPORE & PENANG.

S.S. "LAISANG" will be despatched on or about Friday, 5th Nov., at 2 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

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General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI & TSINGTAO	Tea	30th Oct. at 4 p.m.
SWATOW & BANGKOK	Chusan	2nd Nov. at 10 a.m.
AMOI, SHAI & PEKOW	Shantung	2nd Nov. at 4 p.m.
ANTUNG	Pakhoi	2nd Nov. at 4 p.m.
SHANGHAI	Sunning	4th Nov. at noon.
WEIHAIWEI, CHEFOO and TIENSIN	Mulchow	4th Nov. at 4 p.m.
SHANGHAI & TSINGTAO	Wingchow	6th Nov. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	9th Nov. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Loaded in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

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Steamships	Captain	Leaving
Haiching	A. H. Stewart	TUES., 2nd Nov. at noon.
Haihong	W. C. Passmore	FRI., 5th Nov. at noon.
Hailong	J. S. Thomson	TUES., 9th Nov. at noon.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

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Sailings from Hongkong	via Suez	7th Nov.
"TIDEUS"	via Suez	20th Dec.
"BOWED"	via Suez	6th Jan.
"LAOMEDON"	via Suez	

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. TSURUGA M. (Hamburg Line.) left Rotterdam for this port via Suez on the 21st Sept. and is expected here on the 6th Nov.

The P. & O. s.s. SOMALI left Colombo for this port on the 19th inst. at a.m., and is due here on the 3rd November.

The N. Y. K. s.s. TOYAMA M. (American Line.) left Kobe for this port via Nagasaki, Shanghai and Manila on the 22nd October and is expected here on the 6th November.

The R. I. s.s. JAPAN, left Singapore for this port on the 24th instant, and is due here on the 30th inst. at about morning.

The P. & O. s.s. KANOWNA, left Sydney for this port on the 23rd instant, at noon, with the Australian Mails, and is due here on the 10th November.

The Lloyd Triestino s.s. ORESTES, (Blue Funnel Line) left Suez on 24th Oct. and is expected here on the 31st.

The Lloyd Triestino s.s. AFRICA, in expectation of sailing from Shanghai on the 1st inst. due here on the 3rd and hence for Trieste via the ports of call on the 5th Nov.

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The R. M. S. EMPRESS OF JAPAN, arrived at Kobe on 28th October, left there 28th Oct. and is due at Nagasaki, on 30th October.

The s.s. IDOMENEUS, (Blue Funnel Line) left Shimoda, on 28th inst. for Liverpool via Marseilles and Harve via Hongkong. Vessel is due here on 1st November, and will sail, as above on 2nd November.

The China Mail Co. is in receipt of a telegram from its Shanghai Agency advising that the s.s. NILE, sailed from that port on Friday, October 29th, and she may be expected to arrive at this port on Monday, November 1st, at daylight.

PASSENGERS DEPARTED.

Per s.s. TENYO M.—Mr. F. C. Allen, Mr. & Mrs. J. G. Anderson, Mr. H. Awoyom, Mr. C. O. Anderson, Mr. F. Alvarez, Mrs. M. A. Boereboom, Mr. Leo Allen Bergholz, Mrs. Bergholz, Mr. & Mrs. J. M. van Boxmeer, Mr. & Mrs. P. V. Botelho, Mr. Alfred Berwin, Mr. K. C. Chen, Mr. A. G. Cressman, Mr. Chang Moi Han, Mrs. & Inf. Choi Snee, Miss Chang Bow Yung, Miss Chang Bow Tin, Miss Chong Bow Gin, Mr. T. Chita, Mr. Chan Yin, Miss S. C. Chen, Mr. J. R. Dasip, Mr. & Mrs. D. Dias, Mr. C. V. A. Dutchaue, Mr. & Mrs. E. Elmquist, Mr. C. P. Erickson, Mr. P. Flynn, Mr. K. Fukuda, Mr. K. B. Graae, Mr. F. W. Giovannino, Mr. J. G. Gonnellin, Mr. E. H. Hellenboom, Mr. F. H. Hellenboom, Miss C. M. Hendry, Mr. M. Ho, Mr. Alvin Hirsch, Mrs. Hon Shue, Mr. E. Heelstone, Mr. C. J. Hensworth, Mr. & Mrs. Clifford Hewitt, Mr. J. B. Hall, Mr. N. Iwata, Capt. N. L. Johnson, Mr. E. G. Jamieson, Mr. J. Johnson, Mr. & Mrs. J. O. Johnson, Mr. J. H. Kennedy, Mr. R. A. Kreulen, Mr. S. Lo, Mr. W. B. Lipson, Mrs. S. B. Levy, Mr. S. A. Lopes, Mr. & Mrs. G. G. Lotman, Mr. Louis Ka Huen, Mr. Lee Dip, Mr. Loo Sam, Mr. Lee Lim, Mr. Lee Ngook Lin, Mr. A. J. Lutz, Mr. A. L. Lafente, Mr. K. Lo, Miss E. Moore, Col. S. A. Moffat, Mr. J. F. Macpherson, Mr. E. J. McNicol, Mrs. A. M. McFie, Dr. W. A. McVean, Madame Marin, Mr. & Mrs. R. S. Mayne, Mrs. Ny Shue, Mr. & Mrs. E. Olmstead, Mr. Ong Hong Shew, Mr. C. Olson, Mr. R. Orick, Mr. E. J. Pheidar, Mr. A. Posen, Mr. L. Peterson, Mr. G. Peterson, Mr. J. F. van Rens, Mr. Noab G. Rogers, Miss C. Katherine Rogers, Miss C. Rosello, Mr. C. A. de Boer, Mr. & Mrs. G. Robinson, Mr. Raksai, Mr. Rust, Mr. O. Sandlund, Mr. J. F. de Silva, Mr. F. H. Stahl, Mr. Sinto Kuan, Mr. E. W. Smith, Mr. Tong Uck Hin, Mr. Tang Koon Fong, Mr. Tanaka, Mr. F. H. Theurer, Mr. Mr. G. E. S. Theurer, Mr. & Mrs. E. Takamata, Mr. D. Stewart, Mr. T. Uchiyama, Mr. M. H. Vester, Mrs. R. G. Wood, Mrs. Wan Shue, Mr. Wong San, Mr. A. Wickland, Mr. P. Wickland, Mr. W. Walker, Mr. & Mrs. S. Wallace, Mr. Vee Pon, Mr. Yoko Poy, Mr. K. Yokose, Mr. & Mrs. H. A. Yost.

ENTERTAINMENTS

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